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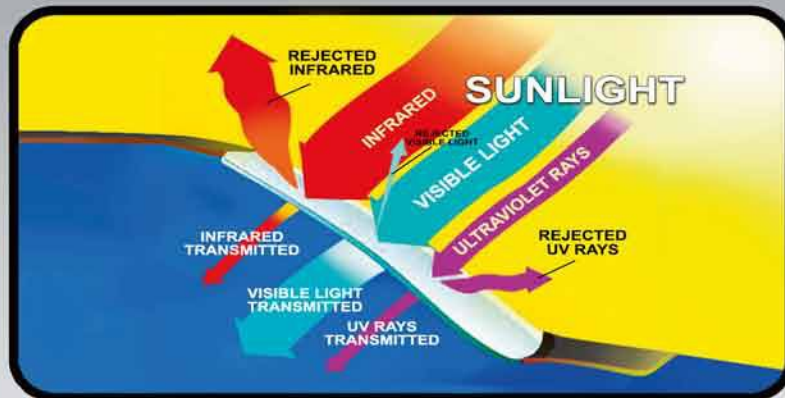


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THE STAFF'S STATUS
UPDATES THIS MONTH



VERNON B. SARNE
Let's give Chris Evans a chance. The Jeremy Clarkson era is over now. It is what it is.



PAULO RAFAEL SUBIDO
The Aston Martin Vanquish may well be the most awe-inspiring car I've ever driven.



STEPHANIE ASI-DE CASTRO
We shot our Lotus cover in a hangar compound. Can't wait to see those cars on the track.



JASON DELA CRUZ
I'm fond of Lotus and its lightweight philosophy. Nice to have the brand here.



ELAINE LARA
We should use helicopters more often for cover shoots. #WeLikeThemEpic



RAYNAND OLARTE
Taiwan is no United Kingdom, but the cars we shot there more than made up for it.



DINZO TABAMO
I wanted to try a Lotus Elise the first time I saw it in the metal. I hope I'll fit inside.



TRACY CARPENA
Blimey, we're witnessing a British automotive invasion! Exciting times for car shoppers!



DREI LAUREL
As a kid, I loved driving a Lotus Elise on *Need For Speed*. Welcome to the Philippines!



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**DAIRY DARILAG AND
MIKKO DAVID**

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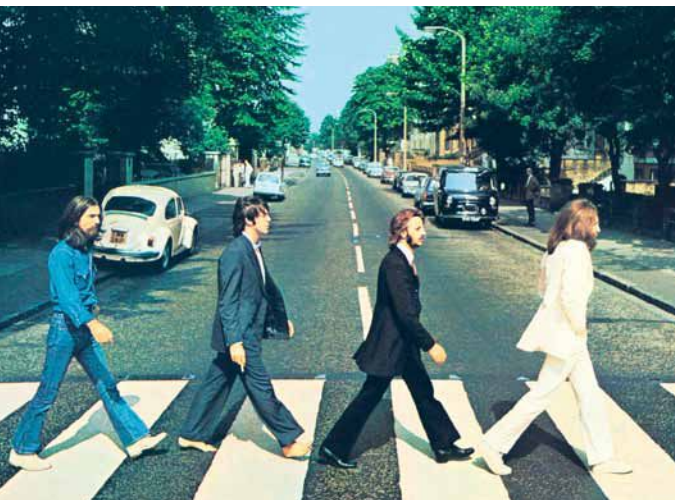
British invasion. What does the hashtag on our cover mean? Obviously, it refers to the influx of British car brands in our market.

Before this year, we already had the likes of Jaguar, Land Rover and Mini—as well as Rolls-Royce, Bentley and Morgan, three automotive marques from the UK that all arrived in 2013. And this year, the three-brand haul two years ago sees a repeat as Aston Martin, Lotus and MG are launched. All in all, we now have an impressive total of nine English car brands in our market!

That tally easily beats the Germans (Audi, BMW, Mercedes-Benz, Porsche and Volkswagen), the Italians (Ferrari, Lamborghini and Maserati), the Koreans (Hyundai and Kia), the Americans (Chevrolet, Chrysler, Dodge, Ford and Jeep), the Indians (Mahindra and Tata), and the other Europeans (Peugeot and Volvo). Sorry, not counting the Chinese anymore (we, too, are confused).

Only the Japanese have as many representatives in the Philippines (Honda, Isuzu, Lexus, Mazda, Mitsubishi, Nissan,

This iconic Abbey Road photo of the Beatles is what comes to mind when you mention 'British invasion'



'All in all, we now have an impressive total of nine British car brands in our market. That's a lot!'

Subaru, Suzuki and Toyota). Ours remains to be a predominantly Japanese car market. So if you had told us five years ago there would soon be as many British car makes in our market as Japanese ones, we would have dismissed you as a joke (you, not just the assertion). Of course, we're talking of vastly different sales volumes between the Brits and the Nippons, but just to have as many choices available to us is pretty astounding.

To celebrate this incredible industry phenomenon, we present to you our first (and possibly only) British Issue. I really hope you'll appreciate this month's edition, as our whole team went to great lengths producing it. It's not easy filling every single one of our pages with a UK-brand vehicle. But we pulled it off, apparently.

How successful are the British marques going to be in the Philippines? Not entirely sure, although I hope they'll stick long enough to provide me with a smorgasbord of choices for when I finally hit the lottery.

I had my first taste of British invasion when I was small. Those four lads to the left of this paragraph got me hooked on their music. They haven't eased up on the spell.

I wish all the British carmakers the same kind of longevity in our market.

VERNON B. SARNE Editor in Chief
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INSIDE TRACK

The view from a staffer's desk



There are a lot of things they didn't tell me when they were interviewing me for this job.

I didn't know I'd be up in the wee hours editing layouts and checking proofs. I wasn't informed I'd spend a good deal of time under the sun attending to shoots. I was also not aware I'd have to go to so many motoring events with so much food. Clearly, I didn't know what I was getting myself into.

But they also didn't tell me I'd get to coordinate shoots for the most beautiful cars. I wasn't briefed that I'd do a lot of traveling to amazing places. I didn't imagine I'd meet the most astonishing car nuts and motoring execs. I also didn't know I'd have to be more receptive to new ideas and challenges until I became part of this team.

Take, for example, this month's issue. Putting together a British Issue seemed like an impossible feat in a country like ours. Yes, it would be cool to have these awesome cars in the magazine, but we'd be hard-pressed to find vehicles for each section. It hardly seemed feasible—given our tight production sked—to pull off an all-British car lineup. Or so I thought.

But here I am now, waiting for the EC130 T2 chopper to take off so we can get our money shot featuring kick-ass Lotus sports cars. Meanwhile, other members of our team are in Taiwan taking on the twisties and enjoying the drive in the mind-blowing Aston Martin Vanquish and Rapide S. Not bad for our first British Issue, right?

These are just some of the things I would have missed out on if I had already known everything. For sure, the unknown still scares me, but if it makes way for surprises like the ones I just mentioned, ignorance may be a blessing.

STEPHANIE ASI-DE CASTRO
 MANAGING EDITOR
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Ah, the great outdoors. Here's a ride you can enjoy them in



These Concept One seats might as well be massage chairs



▲ BLACK RHINO "TANAY" IN MACHINE FACE AND DARK MATTE TINT (P34,000-P55,000)

- SPECS: 20in x 9in, PCD 6x139 et12
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▲ BLACK RHINO "COLUMBIA" IN MATTE BLACK (P55,000)

- SPECS: 20in x 9in, PCD 6x139 et12
- Black Rhino Philippines was able to get this wheel in a special and highly exclusive matte black colorway. It's also available in Gloss Black 20in x 9in, PCD 5x150 et20.



▲ BLACK RHINO "EL CAJON" IN MATTE BLACK (P34,000-P55,000)

- SPECS: 20in x 9in, PCD 6x139 et12
- Also available in 17in and 18in, -12 offsets, and select sizes in 5x127 et12



▲ BLACK RHINO "MINT" IN MATTE GRAPHITE (P34,000-P55,000)

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STOCK TO ROCK

Big, beefed-up **Black Rhino** wheels give this **Toyota Land Cruiser** a commanding presence

WHEEL GALLERY SPOTLIGHT

RIDE: TOYOTA LAND CRUISER J80
ENGINE: 4.0-liter Toyota F straight-six engine
POWER: 215hp; 360Nm
SELLING POINT: The Land Cruiser is a highly capable and almost ridiculously dependable SUV for the outdoors

Do research before you go out to purchase a new set of wheels that are larger and more aggressive. Often, it isn't as simple as mounting the biggest you can get your hands on—you also need to make sure that the new wheel and tire combination suits your vehicle and its suspension set up. Usually, the bigger and badder you go, the more modifications you need to make for everything to work properly. Drop by Wheel Gallery for professional advice and a nudge in the right direction.

A LITTLE HISTORY

➤ In 1989, the demand for more luxurious and technologically advanced sports utility vehicles spiked. Toyota responded with the Land Cruiser 80, which met those demands and became an icon of luxury and off-road capability. The 80-series featured many revolutionary changes, including an all new chassis, new axle designs that utilized coil springs, and a selection of new generation diesel and gas engines. Its enduring popularity is a testament to its reliable, durable, and capable design.

This Land Cruiser is outfitted with an awning up top and Black Rhino wheels down low



REACTION TIME

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AWESOME LETTER OF THE MONTH

WHO YOU GONNA CALL?

You have been posting on your Facebook page pictures of the state of affairs of our transport over a period of time—thousands of likes on the buses, for example. I cannot fathom what you are trying to achieve with these posts. You are in a unique position to change the status quo. Your posts are pillowy and indecisive.

Make a stand for us all, or stop doing it, because all you achieve is yank people's reactions, and that amounts to what? What are you trying to do? What are you trying to say? Make a stand, call

it, be it, do it. *Top Gear UK* was all about that, wrong or right. They made their stand on what they believed, and at the end of the day, this stand is what people fundamentally and inherently saw in *Top Gear*. If you are going to post things as heinous as the buses completely misbehaving, then have the integrity to call it!

Media has the potential to change our country for the better. I hope and pray to God that you will find that voice and integrity and strength and wisdom to do so. Call it, gents. Call it!

Christopher Lacson

Thank you very much for your letter, good sir. It was like hearing Al Pacino give a cinematic pep talk. We're not sure how long you've been seeing our posts, but it seems to us you are fairly new to our page. Because you mistake our sarcasm for hemming and hawing. We assure you, however, that we have been more decisive, more dauntless, than anyone in the business. We make stubborn drivers cringe, and we strike fear in the hearts of corrupt government officials. We had been calling it way before we became a household name, and we have no intention of letting up.



Comments @Facebook

facebook.com/topgearphilippines

The Chevrolet Trailblazer is the best among the midsize SUVs, with 200hp and 500Nm. It can pull all the other SUVs!

Rommel Bergado

Those who sell blinding LED lights shouldn't just think of profit. They should also think of the safety of their fellow motorists on the road.

Joseph Morales

If you miss your turn, you miss your turn! Go straight and find a proper U-turn!

Johanne Lim

Having just returned from another trip to the Philippines, I've noticed there seems to be no courtesy on Philippine roads. Nobody is willing to give any ground to let somebody merge or change lanes.

Matt Hoffman

TWEETS @TOPGEARPH

Why we should solve our traffic woes now:

1. I want to speed
2. Gas is mahal
3. Curfew probs

@janioooooo

Hooray for the July issue!

@Zandrooww

Whose idea is it to put bus terminals along EDSA? Isn't obstruction a violation?

@official_RODZ

How I wish I had the strength of the Hulk to crumple illegally parked motorcycles.

@yancie26

Finally, after sending lots of photos to *TopGearPh*, I am now being acknowledged.

@itsmerenzviray

Senator Miriam: Probe flimsy LTO license plates!

@joel_gregorio

Can we do the Japanese's road courtesy here in the Philippines?

@ronxronquillo

IT'S HAZARDOUS

I'm from Baguio City. Rain and heavy fog are frequent, but I don't use my hazard lights when driving in these conditions. I just turn on my headlights and that's it. I see drivers not from my place, especially on Marcos Highway, coming up or going down with their hazard lights on, and I say to myself that these guys are not from here. If you're traversing a road anywhere in the Philippines when rain is pouring hard, and you plan to use your hazards, push the button, slow your speed down, turn your steering wheel where the road shoulder is (be sure you're safe), stop your car, put it in Neutral if it's manual or

'THE ZIPPER LANE IS SUPPOSED TO FIX OUR TRAFFIC PROBLEMS IN THE MORNING?!

MIGS AGOHO

'PETITION FORD PHILIPPINES TO BRING IN PERFORMANCE MODELS'

LAURENCE CHUA

shift it to Park if automatic, then pull your handbrake up. Don't turn your hazard lights off and you're safe. That shouldn't be so hard to do, right?

Bong Alamani

It becomes extremely hard to do if you've spent your whole motoring life thinking that using hazard lights in the rain is perfectly okay—when it's really not. We're going against a lifetime of habit here. And humans happen to be creatures of habit. This is going to take us some time, but at least it's now being discussed. That has got to be better than nothing. Our fellow drivers just need to know what's safe and what isn't.

TO KNOW ABOUT THE LATEST DEVELOPMENTS IN THE LOCAL CAR INDUSTRY, VISIT WWW.TOPGEAR.COM.PH.

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1,062 likes



heribertoguapo
Getting edgy like the all-new Lexus RX! Beautiful!



dandansuarez
Ganda no? Parang Prado na talaga.



mikoalencia
Everest pa rin.



anjo912Too
Smooth and oldish. I like the Montero Sport better.



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POLL

Is it right or safe to use your hazard lights when driving in the rain?

YES. I FEEL SAFER WHEN I USE THEM

 (11.7 %)


DEPENDS ON SEVERITY OF WEATHER

 (31.0 %)

NO. THEY'RE ONLY FOR STALLED CARS

 (54.9 %)

I HONESTLY CAN'T MAKE UP MY MIND

 (2.4 %)



We appreciate the pep talk CHRISTOPHER LACSON just gave us, so we're giving him this MITSUBISHI MIRAGE POWER CHARGER. We hope we'll be able to live up to his lofty standards.



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CAPTION THIS PHOTO

Flight of passing fancy



We have a monthly pastime on our website (www.topgear.com.ph) in which we ask online visitors to put a witty caption on a given photograph. Senders of the five best ones each receive a gift, which, in this case, is a car-branded item. Here's this month's picture as well as the best captions.

THE REST

- 'Bro, pa-jump-start naman.'
Ajha Denyr del Rosario
- 'Mr. Grey, your ride is ready.'
Abraham Padrinao
- The life. **Charles Finley**
- I'm so fancy...you already know. I'm in the fast lane from LA to Tokyo.
Karluis Dionela
- Beauty and the beast. **Roger Ty**
- Lightning McQueen meets Dusty Crophopper. **Ryan Noel Bergado**
- Somebody is winning in life.
Ryan Ricafort
- Choose your weapon. **Marco Arce**
- I need it back by sundown.
Giuseppe Paladino
- The networking scam. **Joshua Laison**

BY THE TOP GEAR STAFF

- Do you want to go fast, or do you want to be high? **Vernon B. Sarne**
- Welcome to the drag race of the decade. **Paulo Rafael Subido**
- The speed freak's dream.
Stephanie Maureen Asi-de Castro
- No Clarkson? No problem.
Raynand Olarte
- Who you calling pussy?
Jason dela Cruz
- For there can only be one. **Elaine Lara**
- Looks like the ingredients for a classic *Top Gear* stunt. **Dinzo Tabamo**
- Challenge accepted. **Tracy Carpena**
- Just when you thought the desert couldn't get any hotter. **Drei Laurel**
- 'I think you heard me wrong. I said I wanted to race and bet, not race a jet!
Jeff Reyes
- Well, if I were driving, the car could fly, too. **The Stig (in his mind)**

THE AERODYNAMIC DUO.

JAMES SABURAO ANGCOT

THE FAST AND
THE FASTER.

ELMOR VALDECANTOS DE ROSAS

F-TYPE
MEANS
FLIGHT
TYPE.

NICO RAYMUNDO

ASK
ME
HOW.

RJ BELTRAN

EDSA
OR NAIA?

RON DE LIMA

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THE FRESHEST CARS COMING TO GLOBAL SHOWROOMS SOON

NEW METAL



McLaren 570S

Baby? Who you calling baby? Meet the 'entry-level' Mac



MORGAN AERO 8



HEAVY METAL



JAGUAR XF



THE HARDWARE

My first



Flying buttress curls air around the rear of the cabin. Neat



McLaren

Not small. Not cheap. Not slow. Meet the 570S, the so-called baby McLaren that's anything but

This car is McLaren spreading the supercar love. The new 570S contains much of what makes the company's 650S so extraordinary, for three-quarters of the price.

In fact, the power, torque and performance figures of the newcomer are within a whisker of matching the original MP4-12C's. Which means, to put it another way, it goes like a Lambo—that's not just the Huracán but the Aventador. 'Baby McLaren,' eh?

Clearly, the 570S bears the McLaren family look, but it actually has entirely different body panels, made out of different stuff. It's the first of what McLaren calls its Sports Series—the 650S and 675LT belong to the Super Series, and the P1 and GTR are the Ultimate Series, see. Have you been following the firm's latest naming scheme? No? We forgive you. The bloke at McLaren who devised the transition from the seemingly random formulation of MP4-12C told me it has been bugging him for two years. But if you have been keeping up, you'll deduce that the 570S's engine packs

570 horses. Soon there will be a slightly cheaper and less powerful one, the 540S. And a cabriolet as well as this coupe body. And, later again, a GT version, with more domed rear glass and a hatch to give more luggage space.

Strange, in a feature about a newly launched supercar, to be talking about luggage space so soon. But then, the Sports Series are supposed to be the more usable of McLaren's cars. The designers took care to carve out a roomier and more habitable cockpit than in their faster cars. The doors give you more elbow room. The tub's sills have been lowered and the doors' arc of opening is amended, so getting in and out is less of a faff.

But don't imagine it's not a McLaren. It's born to perform. It's pitched more against the new Audi R8 V10 and 911 Turbo, rather than the Ferrari California or more mainstream spec of Astons and AMGs. McLaren's engineering chief Mark Vinnells says, "We have a serious philosophy. It's the highest level of performance at this price. It's not a soft car. The benchmark was the 911 GT3." That's



The 570S employs McLaren's familiar seven-speed DSG

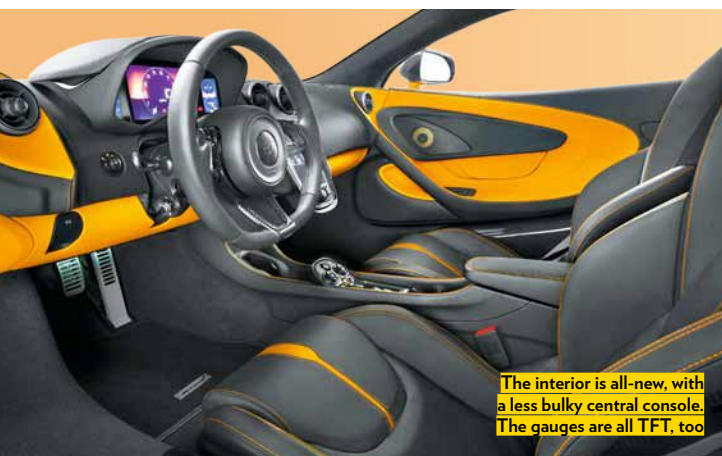
the sound of a neck being stuck out.

What McLaren has learned, not without pain, since the early 12C is that supercar buyers don't just want the measurable or the rational. They want thunder and sensation. Vinnells says, "It's also about increasing the emotional content—objectifying the emotional." Of course, one thing that comes from Woking's history of Grand Prix racing is the baked-in desire for continuous improvement: "We're a young road-car company and we have to run fast to catch up and overtake."

I ask Vinnells to list the ways the 570S saves money over its pricier relatives. First, he mentions the absence of the complex hydraulics in the suspension. Instead, there are conventional anti-roll bars—mind you, the dampers are adaptive and the brakes carbon fiber, so they've hardly skimped. The powertrain and engine use fewer exotic materials, with the latter having 30% different parts. There's less carbon fiber in the body, especially by having an all-aluminum skin. There's no airbrake or



‘Don’t imagine the 570S is not a McLaren. It’s born to perform’



any other moving aero elements.

Vinnels is proud of the ‘tendon’ doors, and not just because they look special. The tendon is that uppermost body-colored panel that carries the mirror. It looks free-floating from the main door panel. It divides the airflow, forcing cool air to swerve down into the radiators and up through the lift-killing flying buttresses that wrap the rear of the cabin.

Dynamically, he says, “It has a faster steering ratio than the 650S and stiff tires. It’s an easy car to throw around. There are three chassis modes, using adaptive dampers, and three powertrain modes, which include altering the sound and response. The range from Comfort to Track settings is wider than the 650S.”

But in the end, it’s got to be a car that can also give you a high-voltage jolt of driving sensation. And, claims McLaren’s chief development driver Chris Goodwin, at times it can feel even better than the firm’s faster cars. The tires are narrower and there’s no downforce so the grip is less, but at lower, more road-friendly cornering speeds, the car talks to you

more. And above that, says Mark Vinnels, “It’s a true McLaren as a track car. We’ve gone after every 10th.” He pauses and gets back to the emotion. “But it’s stunning-looking and people will buy it for that, too.”

But are people stunned? At the launch, many opine that the 570S isn’t different enough from the 650S. That line of thinking probably doesn’t stem so much from the fact Porsche is an SUV company with a sideline in 911s, but from a glance at Ferrari’s range: a 2+2 front-engined convertible, through a mid-engined supercar to front-engined V12s. Instead, McLaren’s machines—across a 10-fold price multiple—all use a related carbon tub, related twin-turbo V8, and a two-seat mid-engined layout. Surely, if this is what people have against the 570S, they really are subjecting a donated pedigree equine to a forensic oral examination. McLaren is giving us supercar technology and performance at top-end sports-car price. If the 570S looks too much like a supercar for you, that can only be because it is much like a supercar. **77**



Old British charm that keeps with the times

Morgan brings back its signature quirks and a lot more with the Aero 8

Taking inspiration from the '60s and recently making its global debut in the 85th Geneva International Motor Show, the new Morgan Aero 8 retains the iconic look of the original model from 15 years ago, but adapts a much sleeker and more refined appearance. As far as styling goes, you won't ever mistake it for anything else.

"The Aero 8 offers the perfect marriage of fine craftsmanship and performance technology," says Steve Morris, the company's managing director. "One that we believe is so important in today's increasingly autonomous world." Everything in the Batmobile-like cockpit

(from the Michael Keaton movie) seems familiar. The gauges are retro, albeit with modern touches. In the same vein, the seats are made of carbon fiber, but real wood trim is found all over the interior.

Outside, the new rear end is the most visible change. Shaped like a near-perfect bum, it's no Kim Kardashian, but it gets pretty darn close. Hiding underneath is the new mohair soft top; the hardtop is available as an option. Occupants sit low, giving the Aero 8, well, a low roofline. As for the rest of the exterior, everything is hand-sculpted, with little nip/tucks here and there again providing a contemporary vibe without throwing away Morgan's



Is this the new Aero 8? It's the rear that bears the changes



You have to admit the rear is quite dramatic. Just check out that clamshell cover

trademark classic look.

The engine is still the 4.8-liter, 367hp BMW V8 mated to a six-speed manual or automatic transmission (the latter gets paddle shifters). Thanks to a light body weight of just over 1,000kg, the Aero 8 does 0-100kph in less than 5sec. A stiffened aluminum chassis, a better-tuned suspension, and a BMW limited-slip differential match the performance with improved ride and handling. Not bad if you want to go fast and look sophisticated at the same time.

And here's some good news for those living in tropical countries: Morgan has finally embraced some of the much-needed amenities in cars today, like air-conditioning. Other features like a touchscreen multimedia system, ABS with EBD, and airbags are now available, too, ensuring that the new model will attract a wider range of buyers than before.

Production will start later this year, but with limited numbers. With each Aero 8 custom-tailored by customers—from the exterior color to the choice of materials in the cabin—each example will be unique. It would be a nice surprise to see one of these cars on our very own roads soon. After all, it's kind of like the mature man who gets away with wearing tight jeans because he still manages to look good in them. 🍷



The craftsmanship in here is second to none. It's a work of art



'The Aero 8 adapts a much sleeker and more refined appearance'



HEAVY METAL

WE ROUND UP THE NEWEST CARS AROUND THE WHOLE WIDE WORLD



- 1 **Bentley Continental GT Speed Breitling Jet Team Series**
Limited to seven, inspired by the seven Breitling jets.



- 2 **Lotus 3-Eleven**
It's the quickest and most expensive series production Lotus yet. Only 311 examples will be produced.



- 3 **McLaren P1 Prost**
This distinct McLaren matches the helmet colors of four-time Formula 1 world champion Alain Prost.



- 4 **Mini Clubman**
The trademark split doors plus two rear doors in exchange for the rear-hinged Clubdoor now make it a six-door Mini.

NEW METAL



Cabin features novel application of 'technology'

1 It's evolved, not, um, revolved

The first-gen XF, launched in 2007, has been a quiet success story for Jaguar, so the MkII saloon doesn't mess with the formula. Though a fraction shorter than its predecessor, the XF gains a couple of inches in the wheelbase, while that familial design masks a slipperier shape, its drag coefficient falling from 0.28 to 0.26. It's rear-drive as standard, though some as-yet-unspecified markets will get AWD.

2 It's keeping things light

By employing yet more aluminum in the XF's construction, Jag has managed to reduce weight further, claiming the new car has lost as much as 180kg, spec for spec. The base diesel XF, we're told, is 80kg lighter than its nearest competitor, though Jaguar doesn't specify who it considers competitors (we're assuming BMW and Merc rather than, say, Ariel and Caterham).



5 THINGS YOU NEED TO KNOW ABOUT THE NEW JAG XF

Smaller than an XJ, bigger than an XE, really quite new

3 No V8...yet

The XF's launch powerplants center on JLR's new Ingenium modular engine range, with a 2.0, four-cylinder turbodiesel in two states of tune: 161hp and 178hp. The former promises CO2 emissions as low as 104g/km and economy as lofty as 30km/L, which Jag reckons is class-leading for non-hybrids. Less sensibly, you can opt for a 3.0 V6 in diesel or supercharged petrol flavor, the latter making a healthy 375hp. No word on an XF-R armed with Jag's trusty 5.0 V8, but fear not, it'll be along soon.



4 It's a whole lot cleverer

Against Germany's big three, the XF has long lagged in the tech department. The new car aims to digitally stick it to the Deutschlanders: on the inside, there's lofty talk of 60GB solid-state hard drives, Wi-Fi hotspots and color head-up displays. Outside—as well as the standard gamut of lane-keep assist, auto-braking and adaptive cruise control—the XF promises to 'intelligently' keep to local speed limits, monitoring signage and adapting the car's speed accordingly.

5 It faces much competition

Until this year, the XF was Jaguar's smallest saloon, with only the vast XJ for four-door company. But now, the XE is on the scene, Jag's aluminum-clad answer to the BMW 3-Series is aiming to undermine its big brother. Throw in same-size rivals from the Merc E-Class and BMW 5-Series—along with Audi's soon-to-be-replaced A6, Infiniti Q70, Lexus GS, Maserati Ghibli and likely a few others—and the XF looks to have its work cut out.



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Going supersonic

The latest Bloodhound SSC is designed to reach 1,610kph and stay intact

WORDS BY FERMAN LAO

Every car enthusiast knows the first production automobile was invented in 1886 by Karl Benz. But mention December 18, 1898, and you'll mostly get blank stares. FYI: On that day, the first official land speed record (LSR) was achieved by French driver Gaston de Chasseloup-Laubat, who drove the electric Jeantaud Duc to a little over 63kph over a measured kilometer.

Soon, attempts to beat the record kicked off. The first few were set by electric vehicles, but these were surpassed by the steam-powered Easter Egg, which was quickly deposed by a Mors vehicle propelled by an internal-combustion engine. Internal-combustion engines became the prime mover of choice until August 5, 1963, when Craig Breedlove breached the 650kph mark with the jet-powered Spirit of America.

This marked the shift to predominantly jet- or rocket-propelled LSR holders. Of all these, the Thrust SSC (Supersonic Car) was the first and only one to break the sound barrier so far,

with British driver and RAF pilot Andy Green clocking in 1,227.986kph in 1997.

Next year, Green will again be in the driver seat, this time of the Bloodhound SSC. The goal: Breach the 1,610kph (1,000mph) mark. To achieve this, the Bloodhound SSC employs technologies from the automotive, aviation and aerospace industries, making it part-race car, part-fighter jet and part-space rocket.

The front part of the car, for example, is constructed with the same carbon-fiber material and technology in Formula 1 cars. Unlike F1 single-seater tubs, however, the Bloodhound has a more spacious cockpit, an instrumentation panel, and controls that look straight out of a fighter jet.

Behind the driver is the fuel tank for the oxidizer of the hybrid rocket engines. The fuel, high-test peroxide or HTP, is delivered to a catalyzer and combines with the solid propellant in the rocket via an impeller-type fuel pump spinning at 10,000rpm. The pump is driven by a beefed-up supercharged V8 powering the Jaguar F-Type R.

The Nammo hybrid rocket (meaning

it uses both a two-component fuel—the aforementioned liquid HTP and a solid synthetic rubber propellant) was chosen because it can be shut off by Green at any sign of trouble. A solid-propellant rocket, on the other hand, would be nigh impossible to shut off until the fuel runs out. And unlike liquid-fuel rockets, the hybrid rocket does not carry the risk of explosion should the liquid HTP and the solid propellant come in direct contact without the HTP passing through the catalyzer first.

From 0-560kph, the prime mover is the EJ200 jet engine repurposed from a Eurofighter combat aircraft. Installed in a Eurofighter, it is rated at Mach 1.2 at sea level—a bit short of





the Bloodhound's Mach 1.4 target speed. How much power does it take to achieve 1,610kph? The thrust equivalent to 135,000hp is how much. If that sounds like a lot, consider that the Bloodhound will take under 9km to achieve the target speed, meaning it will cross the measured mile (1.6km) in just 3.6sec.

It will also take approximately the same distance for the Bloodhound to come to a stop from its terminal velocity. To achieve that, it employs three kinds of braking systems apart from the immense amount of drag that naturally comes at those speeds. Airbrakes made from a carbon-composite material will open when the Bloodhound slows down to about 1,290kph, with two braking parachutes available for deployment should there be a need for quicker deceleration.

Once the speed falls below 320kph,



Andy Green made history in 1997. He's ready to do it all over again. Crazy!


'A thrust equivalent of 135,000hp is needed for it to reach 1,610kph'

conventional friction brakes will kick in, allowing the vehicle to stop in the turnaround area, where it will be refueled and prepped to make another run in the opposite direction. It has to do one run in each direction (within an hour of each other) to discount the effects of head- and tailwinds and make the record official.

The wheels are another point of interest. They're solid forged aluminum alloys, and there are no tires on them—the wheels are also the 'tires.' Reaching the target speed requires the wheels to be spinning at over 10,000rpm; at that speed, a rubber tire would be shredded almost instantly. And that's discounting the fact that at 1,610kph, any sort of dust or small solid tossed back by the front wheels will hit the rear wheels faster than most speeding bullets.

Which brings us back to the carbon tub housing the driver. The rear half of the wheel well is lined with ballistic composites to resist the impact of debris. Should the debris happen to break through the ballistic protection, a water barrier absorbs the remaining energy of the projectile, which might otherwise pierce the HTP tank.

With so many risks involved in this endeavor, you have to wonder why anyone would want to do it at all. It could be for the sake of science and technology, or to surpass existing limits. But Richard Noble, former LSR holder (driving the Thrust2) and the Bloodhound SSC project director, gave this answer: "For Britain and for the hell of it."

That's perhaps the best reason of all. 

TECH TALKING POINTS

1. HYBRID ROCKET

High-test peroxide run through a catalyst turns into superheated steam and oxygen to ignite and provide an oxidizing agent for the solid propellant in the Nammo rocket. Initial thrust is from an EJ200 jet engine.

2. TITANIUM SKIN

The rear half of the Bloodhound utilizes aircraft technology to provide the required structural strength. A harder alloy is used for the epoxy-bonded skin, and a more malleable alloy forms the curved lattice internal structures.

3. CARBON MONOCOQUE

Using the same F1 technology from the aircraft industry, the Bloodhound's front superstructure is designed to keep driver Andy Green safe in the event of a mishap. It also houses the air inlet for the EJ200.

4. ALUMINUM WHEELS

Each custom aluminum-alloy forging made from a solid piece weighs 95kg. The 36-inch diameter explains the weight. It will spin at 10,000rpm.



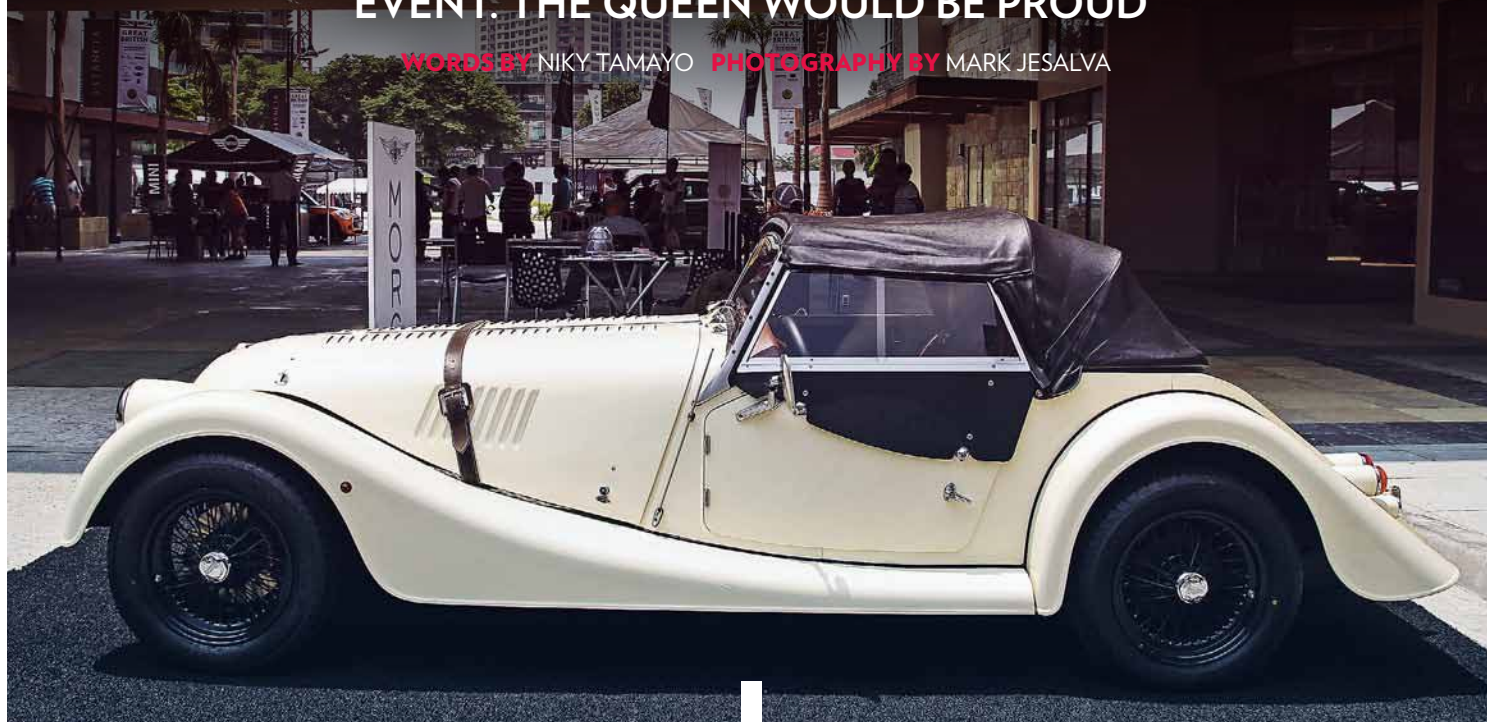
NAVIGATE THE WORLD OF AUTOMOBILES, WHERE LIFE IS ABOUT THE JOURNEY

CAR CULTURE

Rule Britannia!

AWESOME BRITISH CARS GATHER IN ONE
EVENT. THE QUEEN WOULD BE PROUD

WORDS BY NIKY TAMAYO PHOTOGRAPHY BY MARK JESALVA



p30

TRAFFIC STOPPER



p36

CAR CLUB



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A DAY IN THE LIFE



p42

GEARHEAD



Small trunk? No problem.
Just get another one
and tow it with your car

For a brief, shining moment in the sun last May, Capitol Commons played host to a truly capital sight: The best of Britain, spread out across the sidewalks and lawns of the walk-around mall. But this wasn't just a simple car show: For British Ambassador Asif Ahmad, it was a showcase of British culture and a way to promote Britain as an industrial partner to interested parties.

While Filipino tycoons aren't flocking to build factories on those far-flung shores, business is booming for British brands. Car production is at a seven-year high, and expected to reach records levels pretty soon. Better yet, British marques are finally entering the Philippines in force.

Brands like Land Rover, MG, Mini, Morgan and Jaguar had booths set up at the show, with offerings ranging from the luxurious Jaguar XJ to the classic Morgan Plus Four. Interested

parties could sample Land Rover's futuristic Evoque crossover or the new Mini five-door. For those who found the Mini a bit too dear, the MG 3 provided a more affordable distraction. Granted, the MG name doesn't have as much cachet locally. It'll be a while before people start flocking to the brand.

One British nameplate never lacking in cachet is Land Rover. The Land Rover Club of the Philippines display included Range Rovers, the expected brace of Defenders, and a neat Bowler-tuned Defender 90 complete with power upgrades and heavy-duty off-road kit. This truck, owned by Tito Arbatin Jr., won the Most Innovative Award. We wonder more, however, at the modifications done to Ambassador Asif's personal Land Rover, donated by the Queen. We're pretty sure it's armored, but we didn't ask a lot of questions about what else was there, for fear of Her Majesty's Secret Service killing us on the spot for our nosiness.

Most notable among the trucks displayed were a pristine Series II and a rare Series IIA Forward Control Ambulance, which our very own Robby Consunji has been raving about since it came in. This one wears the patina of years of hard use with pride. Especially interesting are the flip-open Red Cross logos. Apparently, you're not allowed to use the universal "Don't Shoot Me!" symbol, unless you're carrying a patient. The British are nothing if not sporting.

For those whose idea of sport includes high-speed hijinks, the Mini Car Club Philippines display was headlined by a bonkers John Cooper Works GP, with its anachronistic lipstick-red accents. Okay, so it might have a French engine



If only this Forward Control
Ambulance could talk!
The stories it would tell...



Imagine driving this
classic. The only thing
missing is a cool soundtrack

'WHO DOESN'T WANT A PAUL WALKER MINI? THE FAST AND FURIOUS TRIBUTE WAS CHEEKY'



(via Peugeot) and a German suspension (via BMW), but it's fully British-designed, engineered and assembled.

You'd be forgiven for thinking this was the Mini Car Show given how many there were, but the selection was carefully limited to the more interesting classics from the two-hundred strong Pinoy Mini car club. Up front and center was a lovely blue hatch with a matching trailer fashioned from the rear end of a scrapped Mini. The front half of the scrapped car, on the other hand, was doing duty as a barbecue grille.

Other highlights included a pair of Clubman vans (one with period-correct 'woody' trim), a pickup, a stretch limo (with A/C!), a Moke off-roader, and several race replicas. There were enough Yokohama cross-tread A539s and Minilites to supply an army, but the adoring crowd didn't seem to mind. Personally, seeing a tiny A-series four-pot with Dual Webers tickled our fancy, and the "Fast and Furious" Ford Escort tribute was so cheeky we wanted to throw our checkbook at the owner, right then and there, in exchange for the keys. Who doesn't want a Paul Walker Mini? The tribute was doubly fitting, because the rally-bred Escort was a purely British project. We're hoping to see a few, along with some Cortinas and other British Fords, at next year's show.

The heritage display, meanwhile was assembled with some support from the Manila Sports Car Club. Though Willie Soong's Jaguar E-Type won the Heritage Award, we couldn't help ogling the arguably rarer bird parked beside it—his Sunbeam Alpine. This car was the basis for the mad V8 Sunbeam Tiger, Shelby's lesser-known follow-up to the Cobra. One of just a handful in the country, this car is dearer to Mr.

Soong than his E-Type, considering he has owned it for nearly half a century. He admits that for a time, misplaced pragmatism saw him replacing the original engine with a Toyota motor, but he has since reinstalled the 1.7-liter motor.

His E-Type, on the other hand, is a US-market V12. He assures us he's looking at removing the Federal five-mph bumpers for a sleeker look. While we understand the significance of the E-Type, hence the Heritage Award, the XK120 displayed beside it—so-named for its 120mph (193kph) top speed—was perhaps the prettiest car at the show.

The People's Choice Award went to Chris Tengco's Morris Minor 1000, which garnered the most likes on the British Embassy Facebook page. When you see it in person, you'll understand why: It's an immaculate example of the first British car to breach the million-unit mark, built right before Morris blew the market open with the Mini. This one is restored to near-showroom spec, down to the slightly positive camber of the front tires. Back in the days of bias-ply radials, dialing in some understeer was a good thing!

It's a shame other British icons, like the MGB and the 'Frogeye' Sprite, didn't make an appearance. We can understand how owners might be hesitant to have the public poking, prodding and sitting in/on these fragile vintage models, but the security and atmosphere were pretty good at the show, and the informal, laid-back public display was a refreshing change from the loud, crowded and over-commercialized shows elsewhere.

But there's always next year. Even better, new marques like Aston Martin and Lotus should bolster the new car display selection as well. Who knows? Perhaps next year, people will get free rides in a Roller instead of a Rover. **77**



The Brits sure know how to make their vehicles show-stoppers. Beautiful!

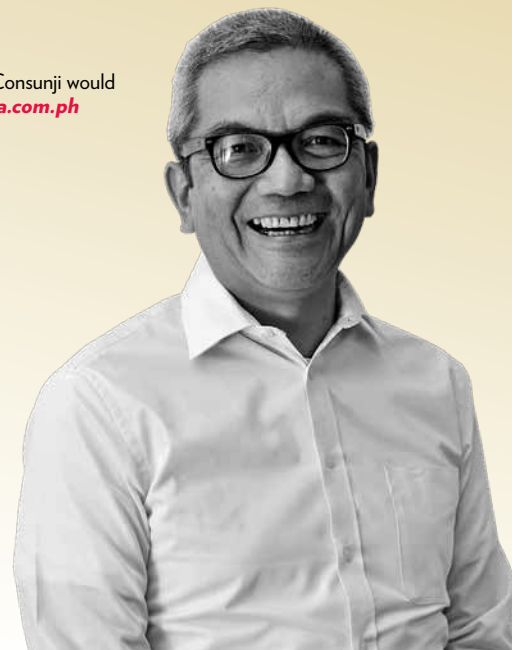


Faced with a motoring-related legal problem? Robby Consunji would be glad to help. **Just e-mail topgear@summitmedia.com.ph**

ROBBY CONSUNJI

Wheels of Justice

QUESTION: IS IT AGAINST THE LAW TO DRIVE A RIGHT-HAND-DRIVE VEHICLE IN THE PHILIPPINES? IS THERE A PERMIT THAT CAN BE SECURED FOR THIS?



THIS MONTH RIGHT-HAND-DRIVE VEHICLES

Yes, it is. The prohibition is contained in Republic Act No. 8506, entitled “An act banning the registration and operation of vehicles with right-hand steering wheel in any private or public street, road or highway, providing penalties therefor and for other purposes.” A violation of this law is punished by imprisonment for a period from two years, four months and one day, up to four years and two months, plus a fine of P50,000.

Section 1 of the law follows: “It shall be unlawful for any person to import, cause the importation of, register, cause the registration of, use, or operate any vehicle with its steering wheel right-hand side thereof in any highway, street or road, whether private or public or of the national or local government except such vehicles that are acknowledged as vintage automobiles, manufactured before 1960, in showroom condition, and/or are to be utilized exclusively for officially and legally sanctioned motorsports events, and off-road special purpose vehicles.”

There is no specific permit under the laws and regulations for the importation, registration, use or operation of a right-hand-drive vehicle on a private or public road. Considering the penal nature of the law, it is best to secure a prior written permit or consent to the exception from every conceivable government agency, such as the DOTC, the LTO, the Department of Finance, the Bureau of Customs, the Department of Justice, and the PNP.

The basis for the prohibition of right-hand-drive vehicles is found in the Land Transportation and Traffic Code, which mandates that “every person operating a motor vehicle or an animal-

drawn vehicle on a highway shall pass to the right when meeting persons or vehicles coming toward him, and to the left when overtaking persons or vehicles going the same direction.” Simply put, it requires cars to drive on the right side of the road. In order to see oncoming traffic at the earliest opportunity, the driver must be seated on the left side in a left-hand-drive vehicle.

Motorists in the Philippines drove on the left until March 1945. The “keep right” rule was imposed pursuant to Executive Order No. 64 issued by President Osmeña, citing the need to conform with the practice of driving on the right side of the road obtaining in most countries of the world; the economic advantages of lower-priced vehicles imported from the US; and that majority of US Army vehicles used in the Philippines were right-hand-driven, and the drivers thereof were accustomed to driving on the right side of the road.

The prohibition contained in RA 8506 is relatively clear on the importation, registration, use and operation of a right-hand-drive vehicle. However, the exceptions to the prohibition can be the subject of varied interpretation because of the use of the conjunction “and/or.”

A conservative view will show three exceptions, namely, 1) such vehicles are acknowledged as vintage automobiles, manufactured before 1960, in showroom condition; 2) such vehicles are to be utilized exclusively for officially and legally sanctioned motorsports events; or, 3) such vehicles are off-road special-purpose vehicles. The restrictive view, on the other hand, argues that only vintage vehicles may be imported for motorsport events and off-road use. In addition, the law does not provide an exception for


brand-new cars, concept cars, and demo units for use in cars shows and launches.

Car collectors will have to deal with the 1960 cut-off year that defines a vintage automobile. RA 8506 was enacted in 1998, and referred to 38-year-old cars at that time (being manufactured in 1960). The law should have avoided stating a year of manufacture and should have declared the age, in number of years, of the “vintage” car in the exception.

RA 8506 seeks to regulate the use of a right-hand-drive vehicle on private roads. This provision is contrary to the Land Transportation and Traffic Code, which regulates the use of vehicles only on public roads.

As an added measure, the Bureau of Customs issued a memorandum order to enjoin all shipping/air lines and other common carriers from accepting right-hand-drive vehicles and auto parts as cargo destined to any port of entry in the Philippines. A violation shall subject the common carrier to the imposition of applicable penalties. Any such items discovered in any common carrier shall not be unloaded, or, if already unloaded, the same shall be placed under continuous safeguarding until reloaded and re-exported to the country of origin, at the expense of the common carrier.

This memorandum order exceeds the provisions of RA 8506 by regulating and punishing the importation of right-hand-drive auto parts.

These laws and administrative rules will have to be reviewed in the light of proposed RORO connections as part of the integration among Southeast Asian countries. When the right-hand-drive prohibition is deregulated, we can expect to see Filipino overlanders in every corner of the globe. 

To see oncoming traffic right away, the driver must be seated on the left side in a left-hand-drive vehicle

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MEETING WITH THE SPIRIT OF ECSTASY

Rolls-Royce is one of the car industry's oldest marques. Founded in 1904, it is a brand that is often hailed "the best car in the world."

Mia Orendain, Rolls-Royce in-house sales coordinator and this month's Traffic Stopper, explains what it is that makes the fabled British brand exceptional: "The Rolls-Royce experience is bespoke. There's nothing we cannot personalize for the tastes of any of our clients."

Mia is proud of what she does. Being in the hyper-luxury market, she is able to interact with the movers and shakers of the nation. "I find it a privilege that I can talk to these captains of industry," she remarks. "I can learn from them and be inspired by them and their achievements."

Mia is the go-to person of local Rolls-Royce buyers. They also have her as their contact person for after-sales and service needs. She ensures that they have a very personal and unique luxury experience, and although she is the sole person who interacts with the customers, she is thankful that behind the scenes, there is a veritable army supporting her. "From the sales team to the after-sales team to the pre-delivery team, all of us work together to provide the highest level of customer care," she says.

Asked what she believes is the one word that encapsulates the brand, she replies that it's 'presence.' There's a mystique surrounding Rolls-Royce—a powerful and evocative certainty that it really is the best car in the world. And from what we've seen from Mia and the personalized approach she has when dealing with customers, we're inclined to agree. 



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Shot with a
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‘She’s able
to interact
with the
captains
of industry’







AL MENDOZA

BRIT INVASION

YEARS AGO, WE WERE CONQUERED. IT ONLY TOOK A ONE-NIGHT CONCERT BY THE CHARMING BOYS FROM LIVERPOOL

There was the Japanese occupation, and next, the British invasion. But while blood was senselessly spilled in the years that the horrific Japanese occupation was sowing indescribable terror on us, ending only in 1945 when Emperor Hirohito's Imperial Army surrendered in the face of imminent defeat at the combined forces of Filipino and American contingents, it was all peace during the British invasion, which ended on July 6, 1966, in Manila.

And while the Japanese occupation was all about guns, cannons, bayonets and *Tora! Tora! Tora!* planes on kamikaze missions, the British invasion was all about music, long hair and, well, some chasing on foot at the Manila International Airport. Thousands of Filipinos lost their lives in defense of freedom and democracy against the conquering Japanese. Not a single life was snuffed out in an absolute homage by the Filipinos to the British.

The Japanese occupation saw the coming of the Willys jeep, that vehicle brought here in huge numbers by the Americans for use in their anti-Japanese operations. After World War II, with America helping us decisively demolish Japan, those jeeps left behind by the Yanks were, by dint of Filipino ingenuity, converted into public conveyances, mainly in place of the slow-moving *calesa*.

It is now called the jeepney, aka the king of

the road. King because it moves imperiously around, unmindful of basic traffic laws and regulations to the chagrin, if not constant frustration, of law-abiding citizens hankering over the need for authorities to use strong-arm tactics to force jeepney drivers to observe road courtesies.

If only the Yanks had known the Willys jeeps would retrogress, degenerate, into this, they might have thought twice before leaving the vehicles behind here.

Me? I've learned to live with it through an impregnable patience inspired by Mahatma Gandhi's pacifist philosophy. Also, I have buttressed my anger management with an ice-cool resolve to offer a blind eye each time a hint of mind-messing instance could even start haranguing me. So, when a jeepney in front of me decides to stop to either load or unload a passenger, fine. Same goes for a cab or a bus.

Immediately, I step on the brake, gently, then steer either left or right and proceed quietly like a river that runs deep, as though I've seen nothing happening. In short, you will never see me raise hell, nor hear me cuss or curse like Michael Douglas in that classic film about breaking down, about burnout. I have stuck to my ABCs of driving all this time: A for avoiding a vehicle suddenly stopping in front of me, B for braking and not blowing my horn to shoo away a vehicle blocking my path, and C for controlling my temper. Always, a problem is a reason to make me a better person.

But enough of that. Back to the British invasion now.

Yes, you guessed it right: The British invasion here refers to the coming of The Beatles to the Philippines in July 1966. Although they performed in Manila for only one night, it was a watershed in the country's musical history.

But the first British invasion referring to The Beatles was when they flew to the US in February 1964. A month before their arrival in New York, their song 'I Want To Hold Your

Hand' sold 1.5 million copies in the US in under three weeks. Preceding their first US concert was the distribution of five million posters across America, triggering the defining moment of Beatles history in Yankee country, and spawning the term 'British invasion' that became viral worldwide.

For the record, I am a certified Beatlemaniac like Lexus Manila president Danny 'Sir John' Isla, Toyota Motor Corporation hotshot Vince Socco, and *Top Gear* chief Vernon B. Sarne.

Of the four Beatles, Ringo Starr owned a Mini, and John Lennon owned a Beetle. Now this: I know that, maybe, you must have known already—especially the *TG* faithful—that my first car was a Mini. Though already rickety because it was a battered secondhand unit, it heroically brought me to Baguio and faraway Calauag, Quezon, several times. Gosh, I just loved my Mini.

When I bought my Beetle, colored Shantung yellow, to become my first brand-new car years later, my wife's friend begged me to sell her my Mini. When my wife learned about it, she sold it for P4,000. Tell me, when did you ever say no to your wife?

Was I fated to own a Mini and a Beetle just because I am a Beatlemaniac? Maybe. Our stars love to play tricks on us, you know.

The Beatles performed on July 4, 1966, at the Rizal Memorial Football Stadium, with Pilita Corrales and Reycard Duet as front acts, among others. Then, when The Beatles snubbed an 'inserted' dinner date with the Marcos family the following day, they were shabbily treated and left to fend for themselves at the airport, where some Marcos fanatics—as the myth goes—chased the quartet in a bid to spray lice on the fabled mop-topped quartet.

In my years of investigative reporting, none of that had happened.

Anyway, in their British invasion of Manila, The Beatles sang 'Rain,' 'If I Needed Someone' and 'I Feel Fine.' I was there. I heard nothing but noise. But still, it felt fine. Or, I felt fine. **■**

'WAS I FATED TO OWN A MINI AND A BEETLE JUST BECAUSE I AM A BEATLEMANIAC?'

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ARIS ILAGAN

NEXT BIG THING

MOTORSPORTS FANATICS HAVE ANOTHER EVENT TO FOLLOW, THE GRAND PRIX OF MOTORCYCLE RACING



C

ar lovers, kindly excuse me. In the meantime, allow me to discuss a topic that might not be of interest for most of you, but would still stimulate your mind.

The motorsports sector has grown tremendously on a global level, even if it's not exactly the same scenario here in the Philippines. Formula 1, considered the pinnacle of motorsports, is expanding not just in number of fans, but also in the money involved, from ticket revenues to merchandise sales. Despite the controversies surrounding the current format of the aforementioned racing series, F1 supremo Bernie Ecclestone is smiling.

On the flip side, F1 teams have to endure the skyrocketing costs of sustaining their racing and car-development efforts. And because of budget constraints, some countries have thrown in the towel on their hopes of hosting a grand prix, though other nations are still willing to persist just to show the world the beauty of their land, culture and people.

For now, I bet many of you have already noticed another motorsport discipline stealing the spotlight from the F1 show—MotoGP. If you have extra bucks to spend, try watching one of the 18 rounds live, and you'll see what I mean about the series's growing popularity.

In places where both F1 and MotoGP events are held, organizers will tell you that the latter has double or triple the number of spectators. This is one of the reasons sponsors are also

investing in MotoGP, particularly in Asia, where national economies are thriving more compared with their western counterparts. Because Asia is a strong market not only for cars but also for motorcycles, MotoGP organizers are seriously considering some of the countries here as potential race venues. They are also thinking of tapping Asian riders, given that the series has been dominated by Europeans and Australians the past two decades.

And so, the Shell Advance Asia Talent Cup (ATC) was born. The three-year program aims to develop top young riders—starting from the age of 15—to compete against the best in the region using identical Honda 250cc bikes. Organizers say it is the springboard of Asian riders to Moto3 and, hopefully, Moto2 and MotoGP. In fact, they are positive that some of the ATC graduates will make it all the way to MotoGP.

What about language and cultural barriers? Asian riders have to communicate, relate, and establish good working relationships with predominantly English-speaking coaches, trainers and mechanics. Not only that—apart from having superb skills on two wheels, they must be effective communicators to function as ambassadors for the riding program, and to beat the drum of its sponsors.

The good news is that ATC has formulated a solution for the language barrier. Dubbed 'Champs' (short for 'Creating Higher Ambitions, Mentoring Program Success'), it is an interactive program aimed at enhancing the communication skills of every rider by providing one-on-one mentoring support.

ATC riders from Malaysia, Japan, Indonesia, Thailand, Australia, China and, of course, the Philippines are encouraged to build rapport with their mentors to be able to relate their career aspirations and ATC involvement, and to speak proficiently in front of the media and the public during interviews and appearances. Effective communication entails speaking and writing well, so Champs also requires

the participants to write essays about their personal experiences in ATC, along with their expectations and goals. What's more, these young riders must share who their MotoGP heroes are.

Most important, however, Champs includes lessons on motorbike terminologies and specifications so that the riders can discuss these with their team bosses and mechanics.

On giving more weight to the significance of the ATC program, the young riders will be discussing with their mentors issues concerning health and nutrition to keep them in top shape for the grueling training activities. After all, if MotoGP has 18 races held globally, ATC has six rounds—Chang International Circuit in Thailand, Losail International Circuit in Qatar, Sepang International Circuit in Malaysia, Zhuhai International Circuit in China, Twin Ring Motegi in Japan, and back to Sepang. It's still a packed schedule for the rookie riders.

In this second year of the series, ATC's organizers are hoping to complete the Champs program by the sixth round, and after that, all the riders will undergo evaluation. This means the communication skills of each participant is a plus factor in the selection process for those will stay on for the next season.

As young ambassadors for the motorcycle-racing communities of their respective countries, these young riders must have the ability to speak and write well about their experiences, teams, programs and support groups. Never mind if they can't be completely fluent in English because of the limited time allotted for Champs. As long as they make an effort to communicate and do their best to shed any fear of being in front of people, they are helping themselves get into the Big League.

So, start learning from MotoGP starts Valentino Rossi and Marc Marquez. Their English might not be flawless, but the audience can feel that they're speaking from their hearts—as real champions. **W**

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The marque is Brit, but the club activities are passionately Filipino

MINI CAR CLUB OF THE PHILIPPINES

Being big on giving

THEY LOVE THEIR MINIS, BUT FOR THESE GUYS, IT'S NOT ALWAYS JUST ABOUT CARS



We love stories about cars and the people who drive them. What we enjoy more, though, are tales of people actually using their cars to help others.

It's timely that we're featuring the Mini Car Club of the Philippines (MCCP) this month, considering all the crazy rain we've been getting lately. The members know that the typhoon season greatly affects our less fortunate brothers and sisters. So they've made a yearly tradition, in the Filipino spirit of *bayanihan*, to pool resources for food, clothing and water to donate to affected communities. Once enough supplies are collected, the club makes a fun drive out of delivering relief goods to emergency assistance centers—using their Minis, of course.

The club's generous activities stand out, because more than just creating a venue for networking, holding track days and fun runs, and sharing a certain camaraderie over the little car they all love, the members are very driven to lend a helping hand to those who need one. Other socially responsible activities they have done include setting up a small public library in Barangay Bagong Ilog in Pasig, and

doing yearly Christmas toy runs in which they visit an orphanage, spend time with the kids, and give them presents. These folks who drive such small cars do indeed have very big hearts.

The MCCP is vocal about the fun and sense of fulfillment they get when they do these charitable acts, and this is perhaps because each of the 218 members is centered on the concept of family. The club schedules regular family movie nights, and even overnight fun runs with the spouses and kids in tow. Also, Sunday is still considered sacred among MCCP members as family day, so fun runs and any other activities are held on Saturdays instead.

When it all comes down to it, the MCCP is a group of people who feel strongly about the world's most famous small car. But more important, it's a group of like-minded individuals who see how a little car, when driven by the spirit of giving, can be the biggest thing on the road and in everyone's heart. **76**



JOIN THE CLUB

Dying to meet other Miniacs? Join the club's FB group www.facebook.com/groups/minicarclub and learn more about the big things your little car can do.



TOYOTA BB in
ANZ 650 CANDYTONE
SPRING GREEN
Basecoat Anzahl Metallic Coarse

EYE CANDY

Give your ride a sweet new look with **Anzahl's Candytone Series**

If you're looking for a unique way to spruce up your car, consider using something from the Anzahl Candytone Series. Paints from the Candytone Series form a translucent shade over basecoats. With metallic basecoats, they create stunning colors that are so bright and rich under sunlight that you can almost taste how sweet they are. Over white or black basecoats, the Anzahl Candytone Series creates

a sleek finish with a more subdued monotone appeal. No matter the basecoat, the Anzahl Candytone Series yields absolutely brilliant results for all hues.

The Anzahl Candytone series is available in five basic shades which can be mixed to create a variety of colors that suit just about any type of ride. Treat your car to a sweet new shade with Anzahl.

TAKE YOU TO THE CANDY SHOP

The Anzahl Candytone Series yields a broad range of colors and looks for your car. Refer to these examples when bringing your ride in for a new Anzahl paint job.

**ANZ 631
CANDYTONE
FIERCE RED**
BASECOAT:
Anzahl White



Try Candytone Fierce Red over white to give your car a bright, clean shade of red that's as race-ready as it gets

**ANZ 650
CANDYTONE
SPRING GREEN**
BASECOAT: Anzahl White



Anzahl's Candytone Spring Green on white gives off a minty, clean appeal that pops out in the streets

**ANZ 640
CANDYTONE
HYPER BLUE**
BASECOAT:
Anzahl White



A white basecoat gives Candytone Hyper Blue a strong and in-your-face color that works well for sleek cars

**ANZ 621
CANDYTONE
GOLD YELLOW**
BASECOAT: Anzahl White



Candytone Gold Yellow on white brings out an incredibly bright, flat shade of orange-yellow that screams speed

**ANZ 612
CANDYTONE
BRILLIANT YELLOW**
BASECOAT: Anzahl White



Less orange than Candytone Gold Yellow, Candytone Brilliant Yellow on white is flashy and bright

**ANZ 631
CANDYTONE
FIERCE RED**
BASECOAT:
Anzahl Black



Over black, Candytone Fierce Red yields a stronger, more subtle shade of red that exudes class and style

**ANZ 650
CANDYTONE
SPRING GREEN**
BASECOAT: Anzahl Black



A black basecoat makes the Candytone Spring Green color a little more refined, but still as statement-making as ever

**ANZ 640
CANDYTONE
HYPER BLUE**
BASECOAT:
Anzahl Black



Candytone Hyper Blue over black is a midnight blue that epitomizes a classy, refined color that keeps it cool

**ANZ 621
CANDYTONE
GOLD YELLOW**
BASECOAT: Anzahl Black



A black basecoat for Candytone Gold Yellow makes a dark, greenish shade of yellow that keeps it unique and low-key

**ANZ 612
CANDYTONE
BRILLIANT YELLOW**
BASECOAT: Anzahl Black



Candytone Brilliant Yellow over a black basecoat yields a green-yellow shade that kind of reminds you of sour candy

**ANZ 631
CANDYTONE
FIERCE RED**
BASECOAT:
Anzahl Metallic Coarse



Use Metallic Coarse as a basecoat for Candytone Fierce Red and you get the perfect shine for a strong color

**ANZ 650
CANDYTONE
SPRING GREEN**
BASECOAT: Anzahl Metallic Coarse



The shiny Metallic Coarse basecoat works wonders with Candytone Spring Green, balancing out the bold shade

**ANZ 640
CANDYTONE
HYPER BLUE**
BASECOAT:
Anzahl Metallic Coarse



Metallic Coarse basecoats balance out the brightness of Candytone Hyper Blue, making it a versatile color for any car

**ANZ 621
CANDYTONE
GOLD YELLOW**
BASECOAT: Anzahl Metallic Coarse



A brilliant, bright gold pops out of Candytone Gold Yellow when it is applied over a Metallic Coarse basecoat

**ANZ 612
CANDYTONE
BRILLIANT YELLOW**
BASECOAT: Anzahl Metallic Coarse



Add a little shine and depth to the super bright Brilliant Yellow by using a Metallic Coarse basecoat

ERLE SEBASTIAN

THE BRIT WAY

WE WONDER WHAT THE BRITS WOULD SAY IF THEY EXPERIENCE THE CHAOTIC MOTORING LIFE IN THE PHILIPPINES



First off, I am not fluent in British idioms and slang. But to go along with this month's theme, perhaps we can have some fun with the mother tongue from the mother country herself.

So, here goes: What would the Brits say about Congress and Uber?

To be honest, people should now be 'knackered' by this tempest in a teapot that is the Uber controversy. That is, as defined by the 'John Thomases' in the DOTC and the 'knobs' in the LTFRB, those online-enabled transport services, aka Transportation Network Companies (TNCs) and Transportation Network Vehicle Services (TNVS).

Just when the LTFRB issued memorandum circulars to make the operations of Uber, GrabTaxi and Easy Taxi legal, here are some 'twig and berries' in Congress calling for a suspension in the implementation of the circulars while they 'have a butchers' at it. Many people on social media got all 'barmy' over the actions of these 'blinkerers' twits. They say it would be the 'dog's bollocks' if some members of Congress would be treated 'at Her Majesty's pleasure' and get 'buggered' there.

To be sure, with elections next year, the timing of the House inquiries makes one conjecture that perhaps some of our elected 'ponces' in Congress have gotten 'bungs' from those opposed to TNCs or looking to get offered the same to espouse the cause of some TNVS.

'WHO ELSE NEEDS THEIR BOLLOCKS STOMPED ON? THOSE WANKERS AT THE LTO'

They should be kicked in the 'goolies.'

Who else needs their 'bollocks' stomped on? Those 'wankers' at the LTO who thought up the 'no registration, no travel policy.' Did they think people are a bit of a 'mug' to believe that 'porkie' that they have enough license plates for all cars newly registered? They are 'flogging' some 'biggie' when accusing car dealers of causing the 'cock-up' in the delay with the issuance of license plates.

'Cheeky' members of social media have been posting stuff saying all that's 'ace' about the newfangled license plates is really 'codswallop.' Like the tamper-proof screws that don't fit some vehicles, the plates that bend in one slog through flood, the unreadable barcodes. Are we all being 'diddled' by the LTO and its license-plate contractor?

'Aye' and 'absobloodylutely.'

Traffic in Metro Manila is all 'shambolic,' and all because the government is all 'sixes and sevens.' And some of it is because of DPWH contractors who are good at 'skiving.' They get contracts not through proper bids, but by 'seeing a man about a dog.'

Then there are the MMDA constables who are either 'gormless' or 'shirty.' The former are harmless but not helpful, either; the latter will extort you while being arrogant about it. Some people get 'collywobbles' driving in Makati because of shirty constables out to 'wangle' a 'bung.' The best way to face off is to not be a 'nancy' boy and to be shirty yourself.

Now, we all know that if you fancy some 'strawberry creams' and 'fanny,' it helps if you have nice 'fit' automobile. Doesn't really work all the time, but it's great if you're feeling 'fruity.' But be advised not go out on 'benders' to 'pull' the girls. For one, drinking and driving don't mix. And now it goes against the law of the land. And it's dangerous.

Authorities seem not to find implementing that 'bee's knees' of a piece of legislation a 'doddle,' maybe because they are either just forever 'dropping a clanger' or making a 'dog's

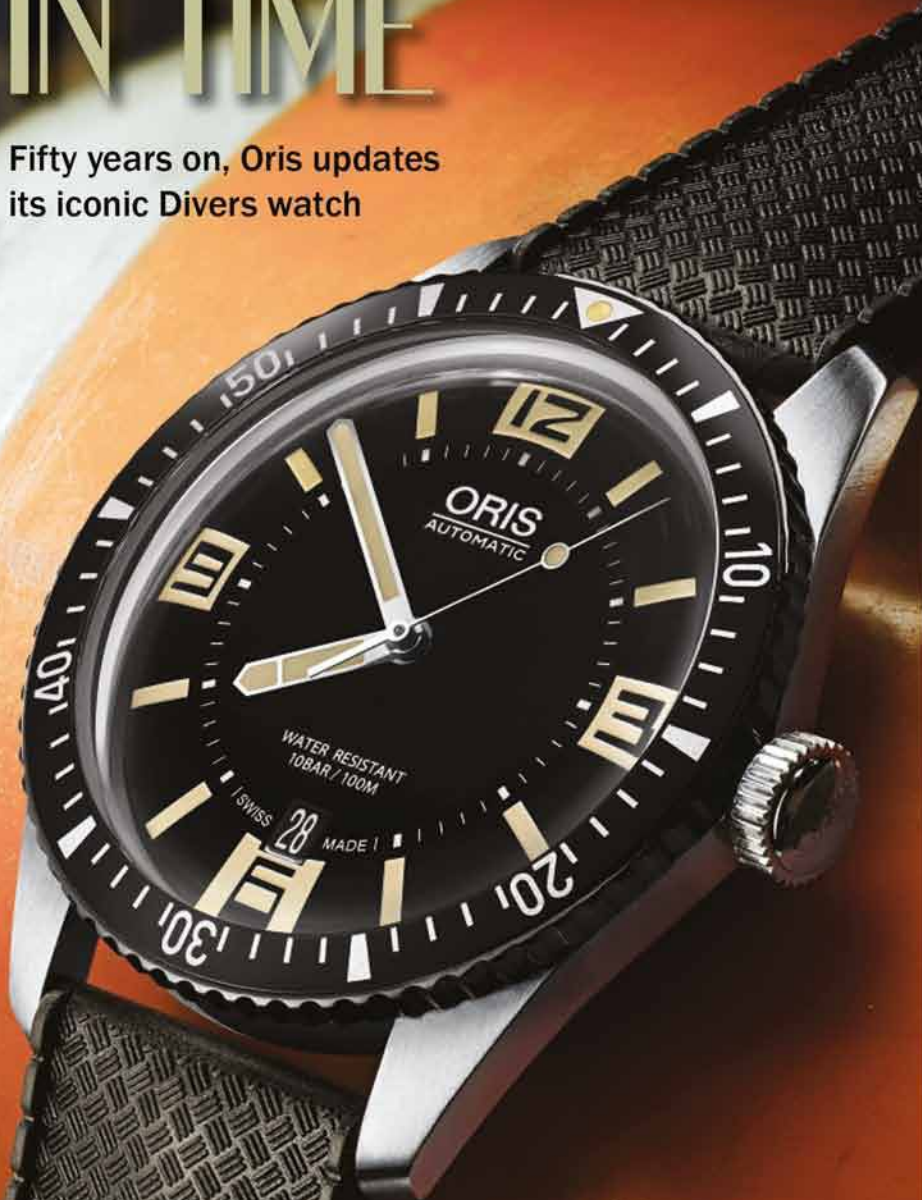
dinner' of it. No budget for the equipment necessary to get 'shit-faced' drivers off the streets. But many suspect that someone, somewhere, is messing up the work just to get a bung. And these people should be made to do some 'porridge.'

It's not quite 'hunky-dory' in the land where people drive on the wrong side of the road, a Brit would say. And where authorities seem to love to 'waffle,' motorists love to 'whinge' about authorities just waffling and looking for bungs, and all the while being 'duffers' on the road. And that's just 'wonky.'

(TRANSLATION: knackered – tired; John Thomas – penis; knob – see John Thomas; twig and berries – see knob; had a butchers – looked at something or someone; barmy – crazy; blinkered – narrow-minded; dog's bollocks – really fantastic; at Her Majesty's pleasure – to be put in prison; ponce – poser; goolies – balls; bollocks – see goolies; wanker – jerk or someone who masturbates; mug – someone gullible; porkie – lie; flogging – selling something; biggie – big piece of shit; cock-up – mistake; cheeky – smart-ass; ace – awesome; codswallop – baloney; diddle – rip someone off; absobloodylutely – yes; shambolic – chaotic; sixes and sevens – mess; skiving – evading something; see a man about a dog – do a deal or take a dump; gormless – clueless; shirty – bad-tempered; collywobbles – extreme queasiness or stomach pain brought on by stress, nervousness or anxiety; wangle – to get something by cleverness or deceit; bung – bribe; nancy – opposite of hard; strawberry creams – women's breasts; fanny – vagina; fit – good-looking; fruity – feeling frisky; bender – heavy drinking session; pull – look for women; bee's knees – fabulous; doddle – sure thing; drop a clanger – make a mistake; dog's dinner – mess; shit-faced – drunk; porridge – do time in prison; hunky-dory – cool; waffle – talk on and on; whinge – whine; duffer – useless person; wonky – unstable. Sources: grammar.dictionary.com; effingpot.com) ☐


DIVING BACK IN TIME

Fifty years on, Oris updates its iconic Divers watch



Product Features
Oris Divers Sixty-Five
Ref. No. 733 7707 4064, Ø 40.00mm

- Automatic movement Oris Cal. 733, based on Sellita SW200, with date at 6 o'clock
- Multi-piece stainless steel case and screw-in stainless steel crown. Water resistant to 10 bar/100m
- Diver's unidirectional revolving bezel with black aluminium inlay with 60-minute timer and zero marker filled with Super-LumiNova®
- Bubble-curved sapphire crystal domed on both sides and with anti-reflective coating inside
- Black, curved dial with printed Super-LumiNova® numerals and indices. Hour, minute and second nickel hands filled with Super-LumiNova®
- Black rubber strap with stainless steel buckle

ORIS
Swiss Made Watches
Since  1904

ORIS has dived back in time and is delighted to present the Oris Divers Sixty-Five – a revival of an iconic diver's watch that first appeared in the Oris collection 50 years ago.

Divers have long relied on accurate and robust wristwatches for keeping track of dive time and measuring decompression stops. Oris' 1965 diver's watch featured a chromium-plated brass case with a plexi-crystal, a bi-directional rotating bezel, and a versatile black plastic 'tropic design' strap. Most importantly, it was water-resistant to 10 bar/100m.

The new Oris Divers Sixty-Five shares the retro looks of the 1960s original, but it's been modernized using 21st century watchmaking techniques. The case is now a more contemporary 40mm in diameter, and it's made of anti-corrosive stainless steel. The vintage-inspired bubble-curved glass is made of scratch-resistant sapphire crystal and comes with anti-reflective coating on the inside to reduce glare and increase legibility underwater.



One significant update is the new watch's unidirectional rotating bezel, which has a black aluminium inlay with a 60-minute scale. The original's tritium-filled hands and indices have also been updated, and are now filled with "Light Old Radium" Super-LumiNova® that contrasts with the black dial and maximizes legibility.

The watch is water-resistant to 10bar/100m and has a screw-in stainless steel crown. Inside is the automatic Oris Calibre 733, which powers hour, minute and central second hands and a date function at 6 o'clock. The steel case back is engraved with the same historical Oris emblem as the 1965 original, and the watch's details are complemented by a black textile or rubber strap with a stainless steel buckle.



The new face of Top Gear

HE HAS THE UNENVIABLE TASK OF REPLACING JEREMY CLARKSON.

CHRIS EVANS ON BEING HIMSELF



PHOTOGRAPHY BY
ALEX HOWE



hat started my love affair with cars? I always answer this question with *Magnum, P.I.* and the Ferrari 308 GTS, but when I think

back, it was things like *Magnum*, *The New Avengers* with the XJS, cop shows generally, definitely *The Professionals*. I thought the RS2000 was off the charts. So, actually, the answer is television.

My first car was bought by my mum. It was a Mini, registration number VJA-879K, in Blaze. It still exists. I tried to buy it back last year, but they started taking the mickey with the money. The second car was a MkIII Triumph Spitfire, which was stunning and didn't really work at all, but we fixed it and got it going.

The third car I bought was an MGB roadster, which I couldn't afford. I was a mobile DJ at the time and had massive speakers. Every other DJ had a van, but I didn't—I had an MGB roadster. So I used to take six trips to go to the pubs, taking one speaker at a time, then the records, then the lightbox and so on. It didn't matter, because what that meant was I got to drive my car with the roof down.

I actually thought I had become addicted to cars later on in life, but if I think about it, I've always bought cars that affected my life in a negative way other than in my car world. I couldn't afford them,

they were impractical, they didn't work properly, the insurance was too high, all that kind of stuff.

What makes cars special to me is the romance, sensing some of the things my heroes did: Steve McQueen, James Dean. The chic, the panache. I'm not into watches or clothes—I'm into cars. Last night, I got far too excited about five cars and that was without looking on the Internet. An Internet car session can roll into hours.

When you own your first Ferrari, you are in reverence of it because you think, "Oh my God, it's a Ferrari." No, no...you have got to own it—it can't own you. I love John Lennon, the *White Album*, so I went for that. Also, Ferraris just look stunning in white. People say, "Oh, they shouldn't be white." Well, that's because they haven't looked at enough Ferraris. I struggle to appreciate any red ones nowadays other than the absolute classics.

I don't regret any car decision, because they're all lessons. That's the best thing about mistakes: They're the best lessons in the world. Mistakes teach you how not to do something, which is brilliant because you can't buy that advice. You can pay for it, but you can't buy it. The most money I've lost on a car is \$7 million. I bought the James Coburn-owned California Spyder for \$12 million and sold it for \$5 million because it had the wrong engine, which I didn't know at the

time because I hadn't done my research properly. Other cars have brought me much joy. Fangio's World Championship-winning 860 Monza was a bit of a wow. Super, super good-looking chariot.

The Aston DB10, Bond's new car... that's what I'm itching to drive at the moment. But there's so much good stuff around. Honestly, anything from Land Rover or Bentley I look forward to. I know they're the bigger and the flashier cars, but I look at the masterful engineering of Rolls-Royce at Goodwood and think, "Yeah, I want a bit of that." But then there's smaller stuff, the independents, which are always interesting. I like the cars that have changed my mind on things like stop/start. Hybrid technology and where it's all going fascinate me.

Also, how far can new car design go when speed and power are now way past what is at all sensible? Cars are getting faster all the time, yet roads are getting busier and speed limits are coming down—if anything—instead of up. It's like the supercar manufacturers know something we don't. Otherwise, why would they still bother? The other great modern-day irony is that Formula 1 is considerably slower now than in its speed-happy heyday. I don't get that at all, especially when it's also much safer. Then there's the potential sacrilege of Bentley and the Bentayga, its SUV that threatens to outstrip the Range Rover for posh.

Diversification is the name of the game even for the likes of Porsche, Rolls, Ferrari and McLaren with its new baby boomer 540 and 570S. I hear Lamborghini fans are also about to be able to Lambo up the school run with the Urus. I don't know whether to scream, cry or just leave.

On the other hand, I don't mind at all things like Honda bringing back the NSX. All aluminum from collar to cuffs back in the day, and now as a super-complex AWD hybrid supercar. Can't wait.

And as for Ford with its GT racing at Le Mans next year, 50 years after the company won the race, and teeing up a classic Ferrari-versus-Ford battle, I think they are pretty much on the money with everything they're doing at the moment. The silly and pointless but brilliantly affordable Mustang in RHD for the first time ever, and Ford's continued dominance of the budget family car market. Plus, they really have been very savvy in their loyalty to their hot-hatch/RS market.

If I were to pick a three-car garage: My old 1960 250 SWB Ferrari California Spyder, the McLaren F1 that I never drove—but not in silver—and that first car, the Mini my mum took out a 500-quid loan to get me started with.

Now, as for *Top Gear*, I honestly didn't think I would get the phone call. I was amazed that I did. I ruled myself out because I didn't want to be part of all the nonsense that was going on. But then the situation changed, and I wasn't stepping on anybody's graves or toes. I was actually in the middle of preparing for *TFI Friday*, and I talked to Will and he said, "Why would you not do this?" And that's the question. It wasn't: "Why would you do it?" It was: "Why wouldn't you?"

If I make television programs for a living and love motor cars and love the biggest challenge in the world, why wouldn't I do it? So, 20 minutes later, I phoned back and said, "Yeah, I'll do it."

This is the most challenging thing I have ever done in my career. When I took over Terry Wogan's show, people kept saying I had big shoes to fill, and they're saying it again now. I don't mean they're wrong or they're right, it's just such a predictable thing to say. And Jeremy is very

Jeremy is very tall, and so the shoes I have to fill are even bigger...'

tall, so they're even bigger shoes.

The new team is nearly in place. We're so very close. We have to start filming really soon, definitely within two months. We know what we want the production crew to do—editorial and location and studio—because we've written the show we want to make.

The search for a presenter isn't a gimmick. No, it can't be, because, first of all, I do not have time in my life for gimmicks anymore, and *Top Gear* doesn't need gimmicks. The only reason I'm doing these auditions is because that's how they found James May and Richard Hammond.

We know from things that have gone on in the past that there are some amazing people doing stuff in their bedrooms or in their garages. We'd be stupid not to find those people. You don't know whom you're going to find. You might find no one. And that's also why it's not a gim-



He's not merely putting on a show. He's really addicted to automobiles



This bloke is not into watches or clothes. He's just into cars

mick, because you're not guaranteeing a place, because that would be a gimmick in itself and you might only be employing a person for the sake of it.

We know that the car industry is prolific, that there are new cars coming out every week around the world. The raw material and the content are always going to be there. It's served to you on a plate every week. Everybody has ideas. I've got cameramen phoning me up with 20 ideas, so ideas aren't the issue. The issue is organization. You've got to be organized. You've got to get the right people in place. You've got to get your timetable and your timeline sorted out. And if you get all that sorted out, it's not a problem.

When I start working on *Top Gear* and stop doing *The One Show* and then stop writing my book, I will be less busy than I have been this year. When I go abroad to make some films, when I get on those planes to go off to wherever we're going, that's the most downtime I'll have in five years. I can't wait, to be honest. **W**

A man with glasses and a goatee, wearing a dark blue pinstripe suit, a light blue shirt, and a red patterned tie, stands next to a classic car. The car has a Union Jack flag on its hood. The background is a lush green garden.

**'IT'S STYLE AND
ENGINEERING COMING
TOGETHER, WITH THE
DRIVER IN MIND'**

Asif Ahmad

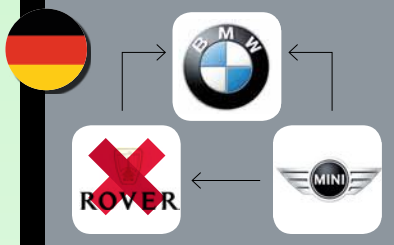
*British Ambassador
to the Philippines*

ON WHAT MAKES BRITISH CARS UNIQUE

PHOTOGRAPHY BY KURT ALVAREZ

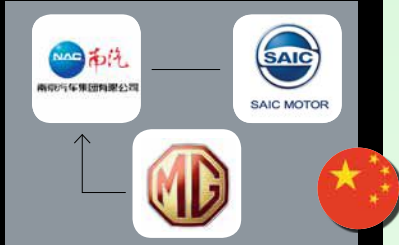
MOTOR WORLD

THESE COUNTRIES COULDN'T JUST LET ICONIC BRIT CARS FOLD



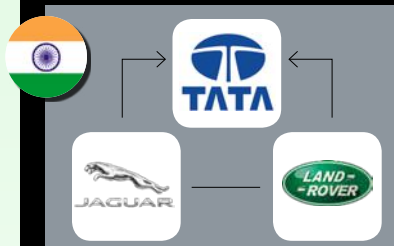
GERMANY

Rover Group owned various brands when BMW bought it in 1994. But in 2000, BMW sold these brands under the group—except Mini.



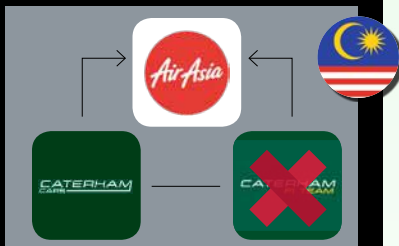
CHINA

SAIC was set to buy MG Rover but it was Nanjing Automobile that eventually saved the Brit marque. SAIC and Nanjing later merged.



INDIA

Planning to buy the Jaguar and Land Rover brand? Shell out \$2.3 billion. Tata had something like that lying around back in 2008.



MALAYSIA

Tony Fernandes (Air Asia big boss) used to own the Caterham F1 team before selling it in 2014. He kept Caterham Cars, though.

RICHARD WILHELM B. RAGODON

Past and Curious

THIS MONTH: PHILIPPINE MOTORING HISTORY IS RICH WITH BEAUTIFUL BRITISH CARS THAT PLIED OUR ROADS



In the Philippines, the first motorized locomotive transport system was inaugurated on November 24, 1892, with the maiden trip from Manila to Dagupan accomplished using a British-made locomotive. Small transportation entities followed by using steam-powered trolleys for short-distance services from Tondo to Malabon.

By the early 20th century, the Bureau of Public Works, created by the Insular Government in 1901, was already operating Austin Motor road rollers and cranes to fill mosquito-infested moats around Intramuros with soil. This effort was initiated to stop a cholera epidemic. Meanwhile, Yorkshire steam wagons transported goods and supplies to Baguio.

Automobiles soon followed, with the majority of vehicles registered by 1912 being American-made. It was expected because the country was under American rule. Nevertheless, there were a number of British makes—Auto Carrier, Humber, Rover, Siddeley and Wolseley. A single Rolls-Royce, likely brought in from abroad, was registered in 1928. Although Manila had no British Rolls-Royce dealership before, Rolls-Royce of America was assembling cars with Philippine narra planks as running-board materials.

Motorco (Manila Motor Coach) used a 1929 Leyland bus to transport people around Manila even before the war. It continued operating as a tourist bus around Luneta until the late '70s. By then, Metro-Manila Transit Corporation was becoming a major rival; it also used a number of Leyland buses, including double-deckers.

Mantrade introduced the British Ford Model Y in the early '30s. Bachrach Motor offered the Vauxhall and

FROM THE ARCHIVES



A steam wagon (1908)

A Yorkshire steam wagon traverses Baguio's Kennon Road.



An Austin (1932)

A restored 1932 Austin is on display at the lobby of AAP's EDSA office.



Lady drivers (1959)

These lovely women pose with their MG A and Triumph TR2 sports cars.

marketed it under the name "De Vaux" 6-75 in 1931. It also introduced the Austin Seven (of England) and the Austin Bantam (of USA) in 1932. In 1933, the Austin Ten appeared.

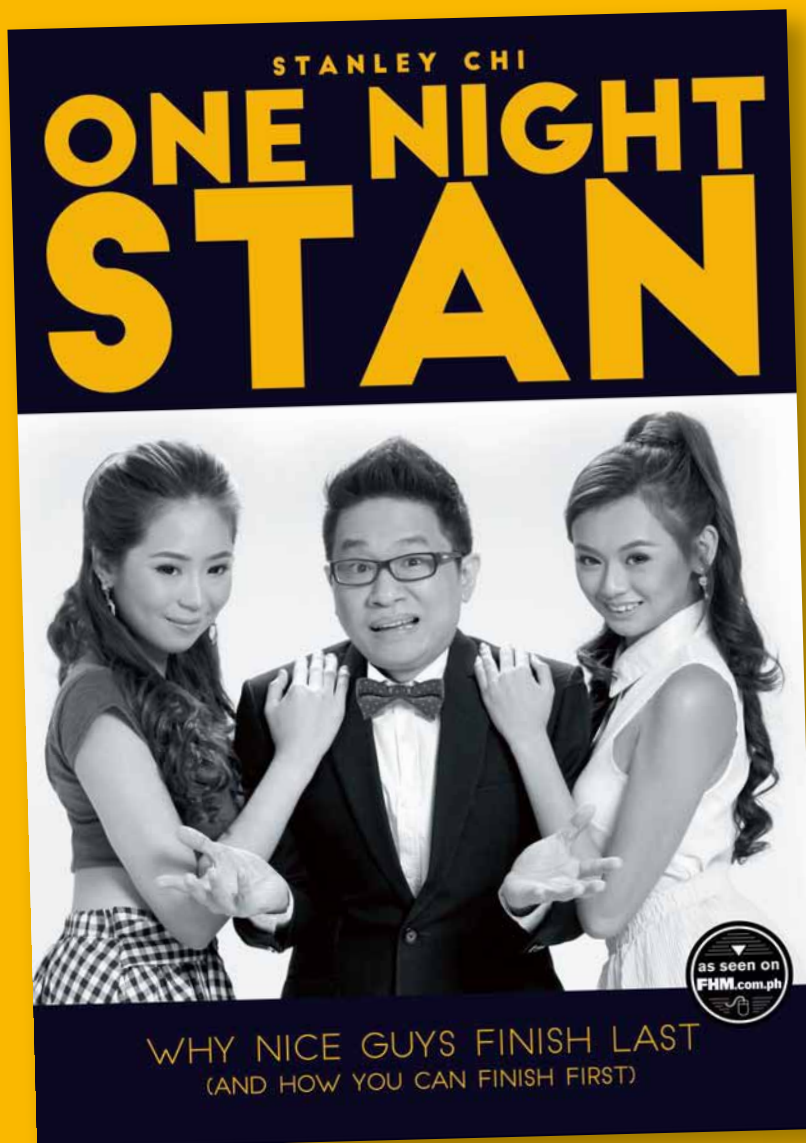
The earliest derivative of the Philippine jeepney was actually installed over the cowl and chassis of the German DKW and the British Austin. But the DKW edition faded, while the Austin edition lasted until the late '40s. Similarly, some of the first junior-sized taxis in Manila and Iloilo were derived from the Austin Bantam.

A new group of dealers appeared after the Pacific War. Reliance Motors was selling Vauxhall cars as well as Bedford trucks and vans by 1948. The Austin A40 was introduced to consumers in 1950. Other British brands especially sports and luxury British models came to Philippine shores through private importations.

The first Philippine-British Transport and Agricultural Exhibition was held at The Manila Hotel from February 28 to March 4, 1962, organized by the Manila Lions Club with the participation of local subsidiaries of British companies. Among the vehicles displayed were a Jaguar XK-E, an Austin A60, a Triumph Herald convertible, a Vauxhall Viva, and a Bedford truck.

By the '60s, many British cars were being assembled locally by Yutivo Automotive Division, Fabar Motors, and Mantrade. The diesel Austin Cambridge became a reliable taxi unit. The Austin Mini was a hit among the youth and street racers. The MG 1100, and the Ford Zephyr, Consul and Cortina became family cars. The Ford Escort was favored by racers. The Ford Transit and Thames vans became service delivery vehicles. The Land Rover became the go-to ride of those in the fields of exploration and construction. **W**

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SHAKEDOWN



STICKING TO THE PLAN

The baby Disco continues what Land Rover does best



p49

LOTUS ELISE S CUP



p50

MINI COOPER S 5-DOOR



p52

MG 3



p56

DEFENDER VS FJ

LAND ROVER DISCOVERY SPORT

Disco fever

Does the Freelander replacement deserve its all-new name? Why yes, yes it does. Here's why WORDS BY NIKY TAMAYO



W

e're quite used to the zen-like serenity found in modern luxury crossovers. But we don't quite expect it

when we're driving such a vehicle down a rocky, uneven path to the infamous 'Jungle Base' in Tanay, which isn't a proper place for crossovers. The new Discovery Sport, however, isn't your typical crossover.

Based on the space-age Evoque, it shares many of the same traits: long-legged and torquey turbocharged engines, a long-stroke suspension, and a keen eye toward interior quality and luxury. Unlike the Evoque, the Disco Sport has been gentrified to better suit buyers who don't hail from another

planet, be it Venus or Mars.

The exterior pulls back from the concept-car looks and dramatic fender flares, but it's still visibly drawn from the same design language. Despite the simpler sheet metal, it features stylish touches, like the chrome-ringed head- and taillamps, the latter bisected neatly by the wide tailgate, and a wonderful floating roofline, counterpointed by a slashing C-pillar.

The front seats, covered in cream-colored leather, are well-bolstered and offer more knee room thanks to a less intrusive center console. The scalloped rear bench, while low and deep-set to maximize legroom, is higher up and more comfortable on long trips.

Interior design is no-nonsense, with

Exterior design is sleek yet still looks familiar. Which is a good thing.



IN DETAIL



OUTDOOR SHOES

Light wheels and thick tires pay dividends in terms of ride comfort.



REACH FOR THE SKY

The large sunroof makes you feel more connected with the elements.



DISTINCT IDENTITY

You know it's a Land Rover even just by looking at the rear. Handsome.

large covered bins and storage shelves on the console and dash. Everything you need to touch is covered with stitched leather—except the touchscreen interface, of course, which now comes with big icons and bright pictures instead of the dark 'techno' look other luxury manufacturers seem to favor. It's more responsive than before, but we didn't have much time to play with the audio settings or navigation system.

We did get a chance to play, however, with the turbocharged 2.0-liter's 237 horses. A linear boost curve and a portly 1.7-ton curb weight forestall any tire-smoking shenanigans. The somewhat laid-back nine-speed automatic features a crawling gear, eliminating the need for a dedicated low-range gearbox for off-roading. Still, the hockey-puck shift-controller (à la Jaguar) feels a touch gimmicky, and could do with a little bit more weight.

Otherwise, the Disco Sport does well to justify the name tag. It steers well, with a feather-light touch at the helm, and the damping soaks up whatever the road throws at it, be it an off-camber downhill curve or a rock-strewn path (which it takes with nary a rattle, not something you could say about a Defender). It isn't nearly as sporting as the Porsche Macan or the BMW X3, but

PHOTOGRAPHY BY IGOR MAMINTA

'The Discovery Sport does well to enhance the LR reputation'



LIFE ON THE INSIDE

- 1** Chunky-looking tiller actually a handy size, with clearly laid-out controls and paddle shifters.
- 2** There's a crisp reconfigurable digital screen that features an all-wheel-drive graphical display.
- 3** New touchscreen's sharp-looking menus won't look out of place on a modern desktop display.
- 4** Retractable automatic transmission dial easy to use, but sometimes catches going into reverse.
- 5** Cream-colored hide on the seats is pliable and comfortable to sit on. Be a shame if it got dirty...



GEARBOX

THE SPECS

Price:

TBA

Engine:

2.0-liter DOHC I4

Power:

237hp @ 5,800rpm

Torque:

340Nm @ 1,750rpm

Transmission:

9-speed automatic

Layout/seating:

AWD/5

THIRST METER



THE VERDICT

The Discovery Sport looks and feels like a winner. The only question, really, is how it will compare to the German competition in terms of price and market positioning.

19/20

we doubt the Rover faithful will mind.

While the gutsy crossover has class-leading approach and departure angles, attacking loose slopes and surfaces requires extra momentum and technique, even with the familiar multi-mode terrain-response system—sadly reduced to small buttons on the dash rather than a control puck as in other Land Rovers. Though its lack of utter unflappability is a bit of a letdown, the Disco lets you do things you wouldn't dare do with your ordinary soft-roader.

And soft-roader the Disco is. Where Porsche started making crossovers for the soft-core to supplement its sports-car line, Land Rover is making crossovers to supplement its SUV line. Maybe that's old news to the dozen or so people who actually bought the Freelander, but with the Evoque and the new Discovery Sport, Land Rover is finally capitalizing on its heritage and—dare we say it—sex appeal, going after upmarket customers who would more likely go somewhere else instead.

It's very likely the Discovery Sport will build upon the success of the Evoque, this time matching substance to style. The only question that remains is whether this one-two punch in Land Rover's lineup will be able to beat the Germans at their own game. **W**





LOTUS ELISE S CUP

Lap dancer

The most fun you can have on a track. We aren't messing about **WORDS BY PAUL HORRELL**

The Elise is an immature scamp: an entertaining thing in passing, but over prolonged exposure, its noisy and panting nature can get pretty tiresome. Yet in other ways, it's like an old sage, an oracle to be cherished and revered. Approaching the close of its second decade, it has characteristics that are truly benchmarks.

For that reason alone, a new version should be welcome. But there's more. The Elise S Cup is evidence that Lotus is in recovery from its bruising rollercoaster of misplaced investment, retrenchment and lockdown.

Broadly speaking, it's a road-going version of the track-only fixed-hardtop

S Cup R. The S stands for 217hp of supercharged Lotus-Toyota four, so performance isn't any too shabby. But the real headliner is the way it tackles corners quick and slow, thanks to the Cup bit: an aerodynamic kit and stiffened chassis tune. Stereo and aircon are available

but not standard, and so's an extra dose of sound deadening that doesn't do a bad job of making things habitable—well, as far as ear-bleedin' quasi-racers go, anyway.

Sure enough, on a track it's all about quick-reacting precision and conversation, the delicious steering letting you know just when it's nibbling at understeer, the seat communicating the onset of oversteer. The ESP's Sport setting allows you to play small slide angles with great subtlety. At 193kph, the splitter, barge boards, side duct vanes and a huge rear-wing-and-diffuser combo are shoving you into the tarmac with a force equivalent to 100kg, and it's already doing good work at road speeds. Result is a real sense of security in fast corners that'd have a normal Elise



Elise steering is possibly the best in the business

feeling slightly floaty.

But there are plenty of cars that do this well on track—albeit by dint of more power and money. On-road, the Elise is unique.

It's small, its ride is relatively supple and its front tires are a super-slim 175mm in section. So it doesn't need much road width, and it doesn't tramline. On a British back road, those are stupendous assets. The minuscule nose weight means the steering rack happily goes without power assistance. The result is an absolute joy, a wheel free of friction and largely without kickback, yet intimate in telling you what grip is left. When you think how often you actually use your car's steering, that's a benchmark well worth having. **7/10**



THE RIVAL
Alfa Romeo 4C
Stunning looks but a choppy ride and a soulless engine.



GEARBOX

THE SPECS

Price:

TBC

Engine:

1.8-liter DOHC I4

Power:

217hp @ 6,800rpm

Torque:

250Nm @ 4,600rpm

Transmission:

6-speed manual

Layout/seating:

RWD/2

THIRST METER



THE VERDICT

This road-to-track Elise isn't user-friendly, but we need it. Lotus's nude steering makes all powered systems feel zombified.

18/20

MINI COOPER S 5-DOOR

Of course they would

It was only a matter of time before Mini gave the hatchback two extra doors WORDS BY JASON DELA CRUZ

In 1959, Sir Alec Issigonis was tasked to design a people's car because of the Suez Canal Crisis three years before. The objective was simple: The vehicle should be small, fuel-efficient, somewhat boxy to maximize space, and with minimal moving parts to keep costs down. The result was the Mini.

Despite being a two-door hatch, its front-wheel-drive layout and transversely mounted engine meant around 80% of floor space could be utilized. And with the wheels mounted practically on the corners, the car handled like a go-kart—a characteristic that has defined the brand since. Different versions followed, such as the Mini Van,

the Mini Clubman, the Mini Pickup, and the Mini Moke.

BMW acquired Mini in 2000, and given the German company's might, it was expected that the model range would expand beyond the three-door hatch. After all, the primary goal was to capture a wider market. The Clubman was soon reintroduced, followed by the Countryman SUV, the two-seater Coupe and Roadster, and the Paceman. With all these models on offer, surely there would be a five-door hatch, right? It's only natural.

Well, here it is, in potent Cooper S form. It's 155mm longer than the three-door, and boasts a 72mm wheelbase increase. The front overhang remains at 757mm, while the rear has an additional

83mm. Impressive.

There really is a uniqueness to a Mini; it's instantly recognizable, and the British Racing Green paint job, the hood stripes and the white roof highlight its trademark identity. This model still looks properly proportioned despite the extra doors. You get the same goodies that accentuate the S's athletic character: honeycomb grille and rear bumper inserts, an artificial hood scoop, center twin exhausts, and 17-inch tentacle-spoke alloys.

The cabin is essentially a conversation piece. It never fails to amaze occupants, with circular bits all around and mood lighting that glows blue, yellow, orange, pink, green or red. The giant mood ring on the dash also changes color depending on the selected driving mode. You're bound to hear a 'whoa' from someone stepping in for the first time.

This unit comes with an argyle-pattern brown fabric and off-white leather seat combo that's quite refreshing. Not all interior combos are the same; of all the Minis I've sampled, this one easily stands out. Exclusive Philippine distributor British United Automobiles brings in a variety of combos, but some interiors are custom-tailored by buyers. Interestingly, this

IN DETAIL



ALL-SEEING EYE

This dash cam will be great to have, but it's a P50,000 option.



SPRIGHTLY

2.0-liter turbocharged mill churns out 192hp and 280Nm of torque.



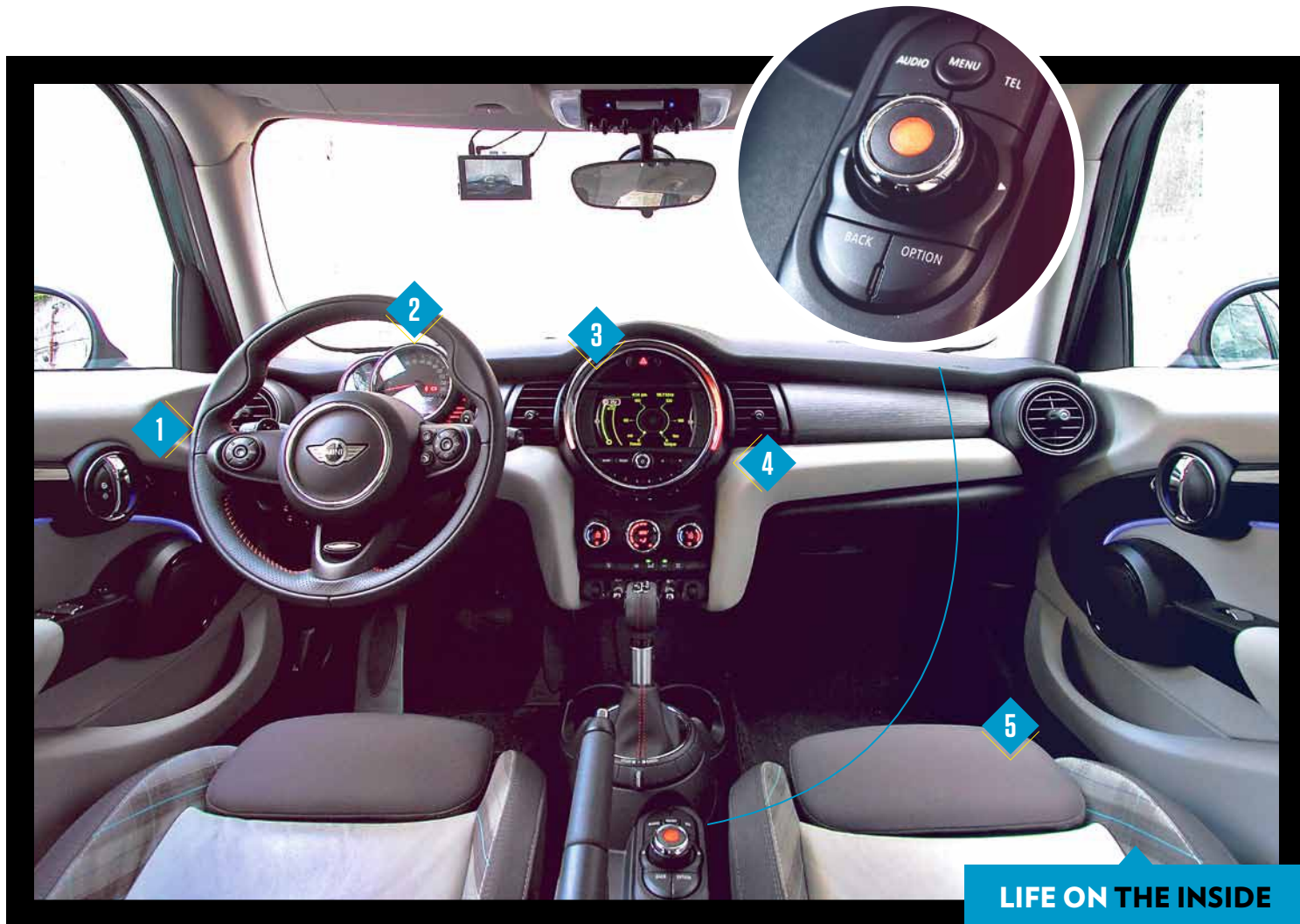
DRIVING MODE

A clever, simple design. Flick to the left for Sport, flick to right for Green.

PHOTOGRAPHY BY VINCENT COSCOLUELA



The subtle rear spoiler and its extensions taper nicely with the C-pillars



LIFE ON THE INSIDE

- 1 The right thickness and size, along with chunky thumb rests, make it nice to hold.
- 2 Gauge cluster reflects the playful character of the brand. It's inviting to look at.
- 3 Functions à la BMW are intuitive. Pictured here is a power and torque meter.
- 4 The circular theme and the mood lighting option make the interior far from boring.
- 5 Nicely bolstered and provide good support. Brown fabric/off-white leather combo is distinct.

GEARBOX

THE SPECS

Price:
P2,800,000
Engine:
2.0-liter SOHC 14
Power:
192hp @ 4,700-
6,000rpm
Torque:
280Nm @ 1,250-
4,750rpm
Transmission:
6-speed automatic
Layout/seating:
FWD/5

THIRST METER



THE VERDICT

The folks at Mini were surely going to come up with a 5-door hatchback. It would be strange if they didn't.

18/20



split-folding rear seats down. This Mini is a practical hatch now. No wonder sales in the US have gone up by 48%; how much of that is down to this model is difficult to say. But you get the point.

As to how the Cooper S goes, it's a frisky little thing. Low to midrange torque is good, with the turbo kicking in almost instantaneously. Applying the throttle smoothly is the best way to control the car, because being aggressive makes the front end more skittish than you'd like it to be. Get everything right, though, and the handling is fantastic.

Steering is nicely weighted and precise, and the six-speed automatic gearbox is quick and aggressive.

I bring the car to 'Tanay-burging' in Rizal, and it feels right at home. Sport mode with the gearbox also in Sport brings out the beast in this Mini. Tackling the corners feels natural, and it keeps its side of the bargain when it comes to the "maximum go-kart feel" description. This five-door S is as agile as the three-door.

I'm back in Normal mode for city driving, and the car offers the right amount of fun. I place it in Green mode for a moment to get the best fuel-consumption return, which is about

unit has a dash camera, but it's newly installed and hasn't been properly tested yet. It's a P50,000 option. Wow.

Moving on to the highlight of this model, I'm told there's a two-inch increase in rear legroom. It actually feels more than that. I sit in the back with the driver seat configured for my position, and my knees just graze the backrest. For a tall guy like me, it's quite an improvement over the cramped three-door hatch. There's a 30% increase in trunk space, and a lot more stuff can be swallowed with the 60/40

13km/L in mixed conditions. You'd want to at least keep it in Normal mode to feel the car's energetic character; return is decent hovering around 10km/L.

It would be nice to compare this five-door hatch with the new Clubman, but based on photos I've seen so far, the upcoming model looks to have grown in size, too. I wonder why Mini didn't come up with this five-door hatch sooner. The added functionality on top of the peppy performance is appealing. There are purists who certainly don't approve, but the two extra doors and the larger trunk make a hell of a difference.



MG 3 1.3 AMT

Brit like tea and crumpets

This new entry is both more and less than what it appears to be **WORDS BY NIKY TAMAYO**

PHOTOGRAPHY BY CHRISTIAN HALILI

Elsewhere in this magazine, you will find reviews of Land Rovers, Minis, Astons and Lotuses, iconic British cars of impeccable quality, performance and brand appeal. Then there are the Jaguars, the Bentleys, the Rolls-Royces...the country has no end of luxury cars to choose from.

And then there is MG.

Younger readers won't recognize the marque. Most of its memorable moments predate the Beatles. In recent decades, MG sold mostly rebadged Hondas and warmed-over rehashes of obsolete models, up until it folded a few years ago.

But then SAIC (Shanghai Auto-

motive Industry Corporation) rescued MG, utilizing its uniquely British resources to develop new products for the international market. It's not an unusual strategy. The Germans own Rolls-Royce, Mini and Bentley. The Indians own Jaguar and Land Rover. The Malaysians own Lotus. And each and every one of them still builds uniquely British cars.

As such, the MG 3 certainly feels British. Doors close with a solid thump. The styling is chunky and exciting. Or as chunky and exciting as a chubby hatchback on 14-inch steel wheels can be. Unlike the Mini, the MG 3 attempts no reference to historic MGs, the only hint of nostalgia here being a radiator-shaped

LONG TERM NOTES



WHAT'S UP, DOHC?

Twin-cam engine needs lots of revs to shine. And possibly shorter gearing.



WHEELER DEALERS

A car this cute deserves better shoes. Sixteen-inch alloys should be just right.



THE KEY MASTER

There's a single keyhole and no remote locking, so loading groceries is tricky.

key handle. The front-end treatment is decidedly racy, and plastic-clad A-pillars create a neat floating-roof effect. There are a bewildering number of graphic options available. The guitar and lettering are a bit naff, but we're digging the Union Jack roof vinyl, even if it's a bit rough at the edges. The rather flat-looking hubcaps present the only major aesthetic issue.

The interior, though conservatively styled, feels solidly built. Not solidly-built for a Chinese car, but solidly built compared to anything at this price range. While there are the usual hard plastics, the cabin is covered in richly textured, tight-fitting panels. Fabric seats are firm and supportive, with good side and thigh bolsters. Despite lacking seat-height adjustment, the driving position is spot on. Generous footwells allow most drivers to find a comfortable position without much fiddling, and a recessed bench and scalloped ceiling give rear passengers loads of space. The trunk opening is a bit tight, but the trunk itself is spacious, even with a full-sized spare.

Appearances notwithstanding, the MG 3 is similar in size to the Jazz and the Yaris, so it's a rather hefty car. Is it too much car for the 1.3-liter mill?

The 'New Series Engine' bears no

The stickers are dealer options, in case you are wondering





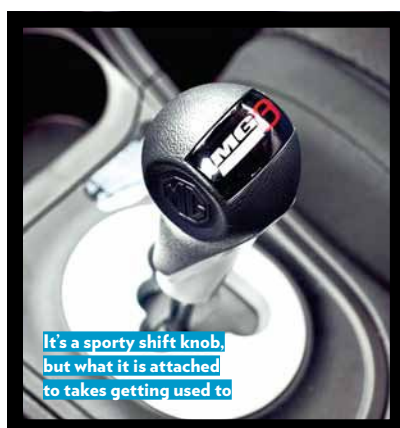
LONG-TERM TEST DRIVE

POWERED BY



LIFE ON THE INSIDE

- 1** High-density polyurethane wheel feels very sporty and high-class. But it sits a half-inch too far left.
- 2** Gauge needles rest in vertical position and sweep gamely on start-up. Data screen is simple.
- 3** Storage includes dash-top shelf with aux-in and USB ports and a big console shelf.
- 4** Single-DIN head unit looks great, with good sound. But radio reception is rather weak.
- 5** Climate controls are old-school. The thermostat blends air from the heater and the aircon.



It's a sporty shift knob, but what it is attached to takes getting used to



Honda Jazz
It is very similar in size but will be very hard to topple.

relation to the old K-series found under the hoods of many old MGs (as well as the odd Lotus). Instead, it's a ground-up design from SAIC, which also produces the robotic-clutch manual bolted to the motor. This is a stop-gap measure for the manufacturer, sitting between the yet-to-come dual-clutch and the more traditional four-speed autos in other MG models.

Initial impressions are good. The engine is astonishingly quiet at idle, and pulls cleanly and makes nice, growly noises when you prod the loud pedal. But with strangely long gearing and peak torque at a stratospheric 5,000rpm, you really have to wring

it out to make forward progress. And it's here where it starts showing a lack of development, sounding harsh and tinny as it strains to the redline.

There are also a number of drawbacks to the automated manual transmission. Without a traditional torque converter, the MG 3 slurs its way slooowly forward before completely engaging first gear. And the need to preserve the transmission synchros means the computer often cuts engine power abruptly during shifts. This makes for some seesawing between gears in automatic mode.

And lastly, the system is rather...

overprotective. Redline the engine and it'll power completely to upshift. Attempt a drag-launch and it'll refuse to come out of neutral. Sit in traffic too long and it'll slur more before engaging. The transmission is about as permissive as a Catholic school headmistress.

Eventually, we stuck the car in manual mode and kept it there. Driven like this, the MG 3 is much more relaxing. Lift off the gas slightly on each gear change and shifts are buttery-smooth. Heel-and-toeing lightly before green light primes the

‘The MG 3 is a cracking car to drive. It’s a charmer’



clutch so you can set off quicker. It’s still not as responsive as your typical manual system, and the oddly reversed +/- gate take some getting used to, but for non-racers, it’s a pretty decent manual system.

There are those who would be wary of such an unusual transmission—a concern we expressed to the people at the MG dealership halfway through the loan period. Encouragingly, replacement clutches are cheap, and the entire job should be doable for around the same price as a regular clutch change on a Japanese car.

Over a thousand kilometers of driving, the car averaged 10-14km/L. Segment economy was hard to gauge:

The on-board meter was consistently 20% pessimistic measured against actual fill-ups. Still, it seemed to hover around 7-8km/L in heavy traffic, and 14-18 km/L on the highway. Not fantastic for a 1.3-liter compact, but considering the unit wasn’t broken in yet, not bad, either.

Still, it’s a shame the MG 3 isn’t packing more firepower. It’s a crackling car to drive. The stubby nose and the short windshield give a good view out front, though the equally stubby side mirrors struggle to justify their existence. The 185/70 R14 GT Champiro 728 tires don’t offer much in terms of traction or refinement, yet a taut suspension and impressively

GEARBOX

THE SPECS

Price:
P695,000

Engine:
1.3-liter DOHC I4

Power:
89hp @ 6,000rpm

Torque:
118Nm @ 5,000rpm

Transmission:
5-speed auto manual

Layout/seating:
FWD/5

THIRST METER



THE VERDICT

Despite its small engine and quirky transmission, the MG 3 is a remarkably nice car. Might take some time before people warm up to the brand, however.

16/20

absorptive dampers make the MG 3 a sparkling charmer simply screaming for more power and grip.

This athleticism comes at the expense of some ride comfort. It’s not back-breakingly stiff, but the short wheelbase and stiff springs cause rocking over high-frequency washboard surfaces. Still, it’s a small price to pay for what is a surprisingly playful car. Despite some body roll, the MG 3 takes a set through high-speed sweepers remarkably well. Steering is heavy and progressive, and turn-in is sharp. Sharp within the squealing limits of the tires, that is. Higher-end variants come with a bigger 1.5-liter motor and 15-inch wheels, but as they’re saddled with the same automated manual, I doubt they’ll do the chassis justice.

Further down the line, the model may receive that upcoming dual-clutch gearbox and a promised 1.5-liter turbo engine. Perhaps then, this rather lukewarm hatch will fulfill its hot-hatch aspirations. For the time being, it serves as a quirky and premium-feeling alternative to the common car. It’s not quite as British as can be, but at these prices, you don’t expect a Mini Cooper S.

Would be nice, though. **72**



There’s very decent room in the cargo area. A pleasant surprise



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XTRA 93
ADVANCE
OIL FANE

PETRON XTRA ADVANCE, is the 93 octane gasoline with an advance fully synthetic detergent additive that effectively cleans the engine for a more fuel-efficient operation.

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OCTANE

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Euro 4 Gasoline is available in Mega Manila.



A clash of empires

Great Britain and Japan have both revolutionized motoring **WORDS BY BOTCHI SANTOS**

Land Rover Defender 90

The first-ever Defender was simply called the Land Rover. It was launched in 1948, followed by the Series II in 1958 and the Series III in 1971. In 1983, three variants were released: the 90, the 110 and the 130, pertaining to their wheelbase in inches. The Defender name was then coined in 1990.

What's crucial to know about the Defender is that driving one requires true commitment. Entry and exit are tight, the interior is cramped and spartan, the clutch and the six-speed manual gearshift are stiff, and the pedal box is offset to the left due to the massive transmission tunnel. It's not a fast vehicle on paved surfaces, and

the short-wheelbase 90 humps, jumps, shunts and bucks like a bronco on highway expansion joints.

The main chassis is made of high-strength steel alloys, and owing to crash-impact regulations, there's less aluminum panels used throughout the body. The suspension utilizes live axles front and back—a sign of serious off-roading intent.

The 2.2-liter Puma-series engine is related to the Ford Duratorq diesels that are found everywhere, from the London cab, the Ford Ranger and the Mazda BT-50, to the Land Rover Discovery Sport and the Range Rover Evoque. The drivetrain is geared to climb mountains and cross deep waters, and though the fording depth is only 500mm, you'll see Defenders with simple modifications easily crossing bodies of water well past one meter in depth.

Agricultural is the best word to describe the interior. The steering column is very upright, there's a horn lever instead of a horn button, and the side mirrors are tall and wide-angle with manual operation. Accessing the backseat is tough: There are two folding buckets and less-than-ideal legroom, and you have to get in via the rear-facing door. Thankfully, the interior can still be hosed down after an off-road jaunt.

IN DETAIL



GO ANYWHERE

Mud-terrain tires will get you to places you didn't even know existed.



DEPENDABLE

The diesel mill features direct-injection and an intercooled turbocharger.



UNMISTAKABLE

It looks very basic, but that's the most charming thing about this Landy.

Driving the Defender is hard work. The steering is so heavy, you'd think it was unassisted especially compared to the FJ Cruiser's steering. The accelerator pedal is long-travel and heavy; drive on a washboard surface and your right foot (already at a somewhat difficult angle) will ping-pong off the pedal, making the vehicle buck even more. The gearshift requires a truly manly effort to shove into gear, and if you aren't careful, you'll lightly crunch the synchros.

Off-road (even light off-road), it all makes sense: The heavy weight of the controls allow you to deliver a more precise, carefully applied motion. The Defender doesn't rely on electronic trickery to conquer obstacles. It does so of its own accord, and based on the skill level of its driver. You need to possess real off-road driving skills.

It all works out if you take on the challenge, embrace the struggle, and learn the vehicle's quirks. It's difficult to just get in and drive a Defender because it marches to a different beat. You'll have to learn its rhythm, respect its eccentricities, be determined, stay committed to your input, and overcome your apprehensions. Only then will you realize just how rewarding, satisfying and exciting it is to drive this icon flat-out on and off the beaten path.





Toyota FJ Cruiser

W

here the Defender relies on old-world skill as well as sound design and architectural fundamentals, the FJ Cruiser depends heavily on electronics to push the envelope of performance. Based on a variety of components from the Land Cruiser, Hilux, Fortuner and Tacoma models, it is actually in the autumn of its life (the Defender, meanwhile, has pretty much lived a few lifetimes in car years).

The nameplate was built in the mid-2000s to help attract youthful American car buyers who have grown disenchanted with Toyota's line of boring MPVs, SUVs and sedans. It's a retro nod to the original Land Cruiser FJ40 that traces its roots to Japanese Imperial Army utility vehicles.

The FJ Cruiser comes with a five-speed automatic transmission locally. The engine serves up an impressive 268hp and 380Nm over a wide power-band. Gearing is well-spaced, with top gear being a true overdrive—at 1,850rpm in fifth, you'll be right under 110kph on the highway.

Technically, the FJ Cruiser comes with four doors, but the rear suicide

IN DETAIL



VERSATILE

All-terrain tires give good compliance on paved surfaces.



WILLING AND ABLE

The 4.0-liter V6 has Dual VVT-i, aka 'variable valve timing lift with intelligence.'



IDIOSYNCRATIC

The modern FJ takes its cues from the classic Land Cruiser FJ40.

doors are small in relation to the body's overall proportions. What's surprising is they don't require a wide arc to open and allow someone of my size to get in easily; in a normal carpark, the vehicle squeezes into a spot and lets you in and out without difficulty.

The interior comes with manually adjustable seats up front, with the driver seat also having height adjustment. The steering column adjusts for tilt, but there's no telescopic function, which would've greatly improved driving position. The seats feature water-resistant fabric, and the entire lower section of the body is sealed in rubber and plastic, with no carpet flooring. Theoretically, you can also hose down the interior so long as it's below the seats and the dashboard, but I've yet to confirm this with anyone.

Fording depth is listed at 770mm, or 220mm higher than the Defender's. There's also an impressive four-wheel-drive system and traction/stability control. While it doesn't come as standard, a P4,000 switch installs easily to the pre-wired A-TRAC system, further enhancing the off-roading ability in low-range gear.

When it comes to driving dynamics, the FJ Cruiser couldn't be more different from the Defender. Despite

possessing a short wheelbase, it doesn't buck and hop like the Defender does. There's a mild see-saw motion on rough surfaces, but it's not enough to keep you from taking a call, switching stations on the head unit with aux-in and Bluetooth connectivity, or even fumbling with your mobile device. Not that you should do this, of course.

Mindful of the fact that the vast majority of FJ Cruisers will never venture beyond a gravel parking lot, Toyota's engineers have blessed the vehicle with a tight 6.2m turning radius, making it amazingly easy to maneuver into tight spots. Look past the upright steering column, the low-hanging dashboard, and the slightly difficult tall entry, and you might as well be driving any Toyota: light, easy, effortless and, to the cynic, the path of least resistance. ➤





LIFE ON THE INSIDE

- 1** Upright position can be tiring. Shoulders, elbows and wrists are not in good anatomical position.
- 2** The dashboard looks like it did come from 1948, but gives the right sort of old-world charm.
- 3** The pedal box is off-set to the left, so your right foot is canted noticeably toward the center.
- 4** Six-speed manual transmission requires perfect timing to prevent the gear synchros from snatching.
- 5** Doesn't move far back enough, which means your feet are at an upright and odd angle.



LIFE ON THE INSIDE

- 1** Steering wheel only adjusts for rake, but the position is more comfortable than the Defender's.
- 2** A unique-looking dash. Has auxiliary button slots so you can add more OEM switches.
- 3** Mounted on the top center of the dashboard are a compass, an altimeter, and a thermometer.
- 4** Color-keyed exterior and interior panels look funky and liven up the cabin.
- 5** Seats are covered in water-resistant tech fabric and offer good comfort with decent support.



Toyota FJ Cruiser

'Both have distinctive styling and impressive off-road prowess'



SPECS

Land Rover Defender 90		Toyota FJ Cruiser
TBA	LIST PRICE	P1,798,000
none	AIRBAGS (NUMBER)	2
yes/no	AIRCON/CLIMATE CONTROL	yes/no
yes/yes	ALARM/IMMOBILIZER	yes/yes
yes	ABS	yes
yes	BRAKE-FORCE DISTRIBUTION	no
no	HILL-HOLD ASSIST	no
no	CRUISE CONTROL	yes
no	ADAPTIVE SUSPENSION	no
no	FUEL-RANGE METER	no
no	DRIVE-MODE SELECTOR	no
no	FRONT FOGLIGHTS	no
no	LEATHER	no
no	REVERSE CAMERA	yes
yes/yes/yes	AUXILIARY JACK/CD/USB	yes/yes/yes
4	SEATING CAPACITY	5
yes	SPARE WHEEL	yes
no	STABILITY CONTROL	yes
no	STEERING-COLUMN ADJUSTMENT	yes (rake)
no	STEERING-WHEEL-MOUNTED CONTROLS	no
no	SUNROOF	no
2.2-liter turbodiesel I4	ENGINE	4.0-liter DOHC V6
direct-injection	TYPE	Dual VVT-i
2,198	CAPACITY (CC)	3,956
120hp @ 3,500rpm	MAXIMUM OUTPUT	268hp @ 5,600rpm
360Nm @ 2,000rpm	MAXIMUM TORQUE	380Nm @ 4,400rpm
6-speed manual	TRANSMISSION	5-speed automatic
disc/disc	BRAKES (FRONT/REAR)	disc/disc
live beam axle	FRONT SUSPENSION	double wishbone
live beam axle	REAR SUSPENSION	multi-link
16inch alloy	WHEELS	17inch alloy
235/85 R16	TIRES (FRONT/REAR)	265/70 R17
3,894/1,790/2,021	DIMENSIONS L/W/H (MM)	4,670/1,905/1,830
2,360	WHEELBASE (MM)	2,690
1,812	CURB WEIGHT (KG)	2,000
66.225	POWER TO WEIGHT RATIO (HP/TON)	134
60	FUEL-TANK CAPACITY (LITERS)	80

Verdict

Here we have true icons, one a faithful descendant of its original forebear, and the other a modern interpretation of a classic. Both have very distinctive styling, and both have impressive off-road prowess—the Defender relying on sheer mechanical ability and the FJ Cruiser on advanced electronics.

That said, they're as different as men are from women. The Defender needs a real man to drive it. You have to be tough, committed and somewhat brutal to maximize its potential. The FJ Cruiser is a real doodle to drive, just like any Toyota. It requires a lower skill level to get decent off-road progress compared, and it can be used easily every day.

Then there's the price: The Defender is in the neighborhood of P3 million, whereas the FJ Cruiser is in the more palatable P1.8-million range.

Logically, rationally, the FJ Cruiser wins. It's easier to drive, costs less, and is a Toyota, which makes it a less alien purchase to the average person. It's also special enough, and will be a future classic because Toyota has yet to announce its replacement even as it approaches 10 years of service. The extensive aftermarket support only makes it more popular, too. Crucially, the FJ Cruiser can be a true dual-purpose vehicle: practical enough for everyday use, and capable enough to play on tough trails during weekends.

But the Defender is the moral victor here. It's difficult to drive, features heavy controls, requires serious commitment even on short stints, has a lousy turning radius despite its much smaller size, bucks like a bronco, and is honestly, pitifully slow on paved surfaces. What's more, confusing controls are scattered all over the interior much like an afterthought. But drive confidently and get everything right, and there are few things as satisfying to drive on any surface as this Land Rover. **W**



They boast of a strong lineage, but possess their own unique characters



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MODERN
TRAIL

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SOME STORIES ARE WORTH THE CENTER STAGE—OR, WELL, THE CENTER SPREAD

TOP READ



**'Aston Martin is what automotive
wet dreams are made of'**


The great British marque is all set to be officially sold in the Philippines



UL



THE ICON



Aston Martin Manila is opening soon. As an introduction to the British brand, we drive the **Vanquish** and the **Rapide S**—two of the most desirable automobiles on the planet

WORDS BY PAULO RAFAEL SUBIDO PHOTOGRAPHY BY DAIRY DARILAG

It's a thrilling chase up and down the mountain with the sound of two V12s at full tilt



**‘CAN WE GO
FASTER? CAN WE
BRAKE HARDER?’**





Taipei is a huge market for supercars. It's a very fascinating destination



ever did we imagine that we would get a chance to properly flog an Aston Martin. For normal folks like us, the brand just seems so out of reach and beyond what we normally encounter every day in the Philippines. Ferraris,

Lamborghinis, Maseratis and Porsches already have presence here, and they command mad attention during the odd fun run or track day. But when do you ever encounter an Aston Martin out in the wild? Hardly. We do know one fellow who has a red Vantage hidden away in his private garage. That's about it.

So, if you are talking about exclusivity and rarity, Aston Martin is what automotive wet dreams are made of. But now we can wake up—kind of. The Aston Martin Manila showroom will be opening its doors real soon, and *Top Gear* commemorates this occasion by having the best seats in the house—a preview drive behind the steering wheels of the Vanquish flagship grand tourer and the four-door Rapide S.

Our chaperone, lovely Aston Martin Manila

marketing manager Karl Castillo, tells us that Taiwan is one of the strongest markets of the luxury brand in this part of the world, and that makes it the ideal destination for our cover shoot. Just a 20-minute drive from the Taipei city center is Five Finger Mountain, the go-to route where owners of exotics enjoy their cars on the weekends. We can tell why it is a popular place, and we are lucky to be out here on a Wednesday.

The weather is perfect, and the smooth, cambered asphalt is deserted save for a few cyclists who are tough enough to brave the unrelenting climb and the tight switchbacks. We feel right at home but have no

time to think about the very fortunate circumstances that landed us this once-in-a-lifetime gig.

Aston Martin Taipei sales agent Alex, who is our cool-as-ice co-driver, seems to trust us. He answers each of our questions about the Vanquish as we pootle along at a snail's pace. Then we just come out with it and voice our main concerns: Can we go a little faster? Can we brake harder to really get a feel for the carbon-ceramic rotors? Can we take the V12 to 8,000rpm? The answer to all our questions: a resounding yes!

Forget being shy. We immediately put the hammer down and feel the surge of the Vanquish's 5.9-liter V12 motor at full tilt. The sensation of speed is amazing, and the car just rips up the asphalt. Zero to 100kph happens in under 4sec, and yet everything is so smooth and refined. It is nothing at all what I expected. The quick-shifting transmission doesn't lurch at all, even at slow speeds. Amazing stuff, especially with these supercar-performance figures. There's 568hp on tap and 630Nm of torque. Insane numbers, and yet the mad dash to ridiculous speeds happens in a non-brutal manner. The Vanquish is the definition of sophistication and elegance. It's so powerful yet so smooth.

Technically speaking, the Vanquish was built to be the ultimate grand tourer. The smaller Vantage, which we unfortunately won't get to drive, is more of the sports car. But then, we could have easily been fooled. At first, the tight roads of Five Finger Mountain might seem to not have enough room to let the V12 loose, but we are mistaken. The weight distribution of the Vanquish is excellent, thanks to the eight-speed automatic transaxle mounted at the rear.

And the sensation of nimbleness and lightness is unmatched—thanks to the all-aluminum chassis and the all-carbon-fiber skin. That's right, every body panel is sculpted out of carbon fiber. This is the kind of cutting-edge technology you're paying for. ➤



This glass key costs as much as a secondhand car in the Philippines





We check out the Taiwan Palace Museum for a quick glance into Chinese history



The Vanquish cockpit is the perfect balance of sportiness and luxury



The Rapide S interior is no less stunning. Pretty busy, though

The car and all of its features come together to create a driving experience that is a step above even the most expensive exotic cars we have ever driven. Those with a keen eye will also notice the kind of exterior proportions that are used in the design. This is why each Aston model in the lineup looks similar at first glance, but that's not a bad thing as an Aston's shape is stunning.

But more than anything tactile in the interior and exterior, it is the sound that the Vanquish makes that we will remember the most. We open the windows to let the engine's music and exhaust notes in, and we revel in the sensation that resonates in our eardrums. We drop down to second gear and race to the 8,000rpm redline whenever we get the chance. The feeling is indescribable. Somebody kick us awake, please.

Our last question to Alex is this: Can we do it again, man? Smiling, he says it's okay, but this time we should set the suspension damping to Track Mode. We happily oblige. The chassis feel stiffens up immediately, and we open up the throttle again and rip up the mountain road at full tilt, enjoying the rapid 130-millisecond upshifts and downshifts, as well as the sound of the V12 engine echoing throughout the mountain. We drive harder and watch the fuel gauge drop instantly. Who cares? Everything is good in the world.

We also get a crack at driving the Rapide S, which shares the same engine, and the experience is almost similar. We've calmed down a bit, so we begin to appreciate the luxurious nuances that Aston Martin interiors offer. There's the glass key that you insert into the ignition located at the center of the dash; there's the finely crafted leather all around; the Alcantara headliner; the firm and supportive seats; the 'cascading' center stack; the instrument cluster gauge that looks like it was crafted by a high-end watchmaker; the tachometer that sweeps up counterclockwise; the feeling of utmost elegance. This is a whole new level of luxury, and we can sit here all day. The best part is that two more passengers can join you in the back of the Rapide S.

We are told that buyers can customize exterior options like paint, wheels, graphics, aero kit and interior packages like leather texture, color, stitching details, steering and upholstery. There is a wide range of choices. Check out the online configurator. However, if the buyer still wants a more exclusive touch, they can have their cars personalized with Q, which is the in-house customization program that tailors anything on a car. Some examples are to match the paint of your car to your favorite shoes, or to have the Aston Martin logo done in 18k gold. The possibilities are limitless.

The Vanquish and the Rapide S are just a taste of what Aston Martin Manila has to offer. The entire lineup, with the Vantage and the DB9 and all of their variants will also be made available. The sightings of these cars on our streets will be rare, but super cool.

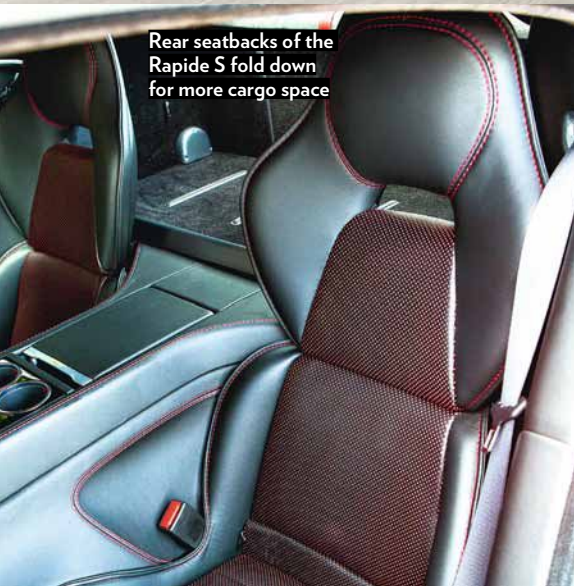
Marc Tagle is one of the main men responsible for bringing the brand into the Philippines. He notes that our market has experienced a huge surge in car sales over the past few years, including luxury sports cars. Another indicator why the market is ripe for the introduction of another luxury car brand is the number of marques here. The figure is surprising. Almost all, ➤

'THE V12 ENGINES ECHO THROUGHOUT THE MOUNTAIN'



This isn't something you
see every day. We still
can't believe it happened

Rear seatbacks of the
Rapide S fold down
for more cargo space



‘EVERYTHING IS GOOD IN THE WORLD’

ASTON MARTIN VANQUISH

Engine: 5.9-liter V12 Power: 568hp @ 6,650rpm
Torque: 630Nm @ 5,500rpm Transmission: 8-speed
automatic Weight: 1,739kg Top speed: 324kph
0-100kph: 3.8sec

ASTON MARTIN RAPIDE S

Engine: 5.9-liter V12 Power: 552hp @ 6,650rpm
Torque: 630Nm @ 5,500rpm Transmission: 8-speed
automatic Weight: 1,990kg Top speed: 327kph
0-100kph: 4.4sec



THE MEN BEHIND ASTON MARTIN MANILA



Marc Tagle

is the president and CEO of Bridgestone in the Philippines, and also the chairman and president of Aston Martin Manila.

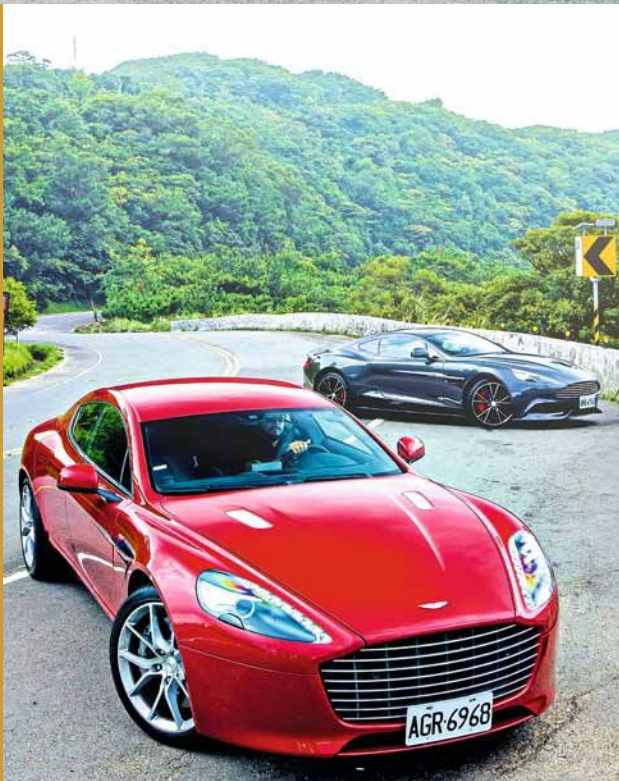
Astons strike him as very elegant, sexy and muscular. He says it's rare to have all those qualities in one car. His favorite model is the sporty and powerful Vantage V12S.



Nicky Mariano

is Aston Martin Manila's managing director.

Before moving to the British luxury brand, he had held high-ranking positions at Pilipinas Taj Autogroup (Tata), Motor Image Pilipinas (Subaru), General Motors Automobiles Philippines, and Toyota Motor Philippines. A veteran, he is.



The view from what used to be the tallest building in the world





if not all, mainstream European brands already have a growing presence in the country.


What was the courtship process with Aston Martin like? "I am passionate about cars," says Marc. "I follow the market closely. I felt that the timing was right to bring Aston to the Philippines." He and Wellington Soong of Jaguar/Land Rover initiated contact with Aston Martin headquarters. It goes without saying that a lot of time and effort were devoted to the pitch. "We had multiple meetings with Aston Martin and between partners," he shares. "We had to come up with a comprehensive business model and do thorough market research before deciding to do it. This decision was reinforced when I visited the Gaydon Aston factory and saw the quality and the workmanship that go into each car. The attention to detail is the most remarkable thing I've ever seen."

The negotiations took almost a year, with three strong contenders being considered. Marc recalls that it was one of the most stringent and comprehensive processes that he had ever experienced. "My partner told me that with all his brands, he has never gone through anything like that. In the end, it is our passion for the brand that gave us the edge." Pricing will be revealed at a later date, but as a rough guide, cars will range from P11 million to P26 million.

Seeing an Aston Martin on our crowded streets

will be an event in itself, but to get to drive one? That's something else entirely. And even if only a small group of people with the means to purchase these machines will get to enjoy them, it's a huge deal for car guys like us that the brand is available here.

Who is the Aston Martin buyer? Spirited drivers will enjoy the whole Vantage line (V8S, N430 or V12S) and the Vanquish for their breathtaking performance and road-handling. The more relaxed drivers will appreciate the Rapide S or the DB9. "The nice thing about it is that all of these drivers can take their Astons to the office and also enjoy track days on weekends," assures Marc. Sales targets are a very conservative 10 to 12 units for the first year. But what's important is that Aston Martin Manila already exists. This is the stuff that keeps car guys super excited. The arrival of this brand also means that things are really looking up for the local auto industry. Who knows? We might even catch up to Taiwan.

The sculpted lines and the beautiful shapes of hand-built Aston Martins are timeless. They are understated and elegant, with near-perfect proportions. And we can say with certainty that the Vanquish and the Rapide S are two of the most awe-inspiring cars we have ever driven. Both offer pure adrenaline, and how this is delivered is an art form in itself. 



LOTUS EATERS

The British automaker that pioneered lightweight sports cars has landed on our soil



WORDS BY JASON ANG

PHOTOGRAPHY BY MIKKO DAVID

LIGHTING BY GLIDE PROJECT

SHOT AT PHILJETS AERO SERVICES





THE SIGHT OF RED BRAKE CALIPERS IS VERY TEMPTING

Lotus.

Just five letters and two syllables, but the word conjures up a world of memory and emotion. The mere mention is enough to stop any British Racing Green-blooded motoring enthusiast from polishing his cylinder heads, and crane his head to spot one. This is especially true in our Third World—excuse us, *developing*—country, where we are fascinated by the incongruousness of multimillion-peso sports cars driving on impoverished streets.

Born in England, the Lotus marque was the brainchild of an engineer called Colin Chapman, who, in the '50s, introduced revolutionary concepts in Formula 1. Fine-tuning the midship engine layout, using monocoque construction, providing the solution to make the engine a stressed member of the chassis—he was the first to really make these work, winning seven constructors' titles and six drivers' championships in the process.

Chapman was also directly responsible for the F1 car's modern function as a rolling billboard. Previously, the cars had raced in the colors of their home countries. But when the Lotus 49 rolled out for the 1968 Spanish GP in the red, cream and gold of sponsor Gold Leaf cigarettes, it caused a sensation—and a milestone change in the sport.

Like his contemporary Enzo Ferrari, Chapman applied racing concepts when he decided to produce road cars. Road-going Lotuses are considered to have a more direct link to racing than Maranello's machines do. While Ferraris, even then, were for the ultra-wealthy, the cars from Hethel are relatively accessible. Chapman was also infamously involved with DeLorean Motor Company, engineering the chassis for the DMC-12.

All of this we would read about later, but our first encounter with Lotus was via a chap named Bond, James Bond. In a cinema in Cubao, we watched as Q handed off a sports car to Roger Moore. The white, wedge-shaped automobile dodged bullets from a



THIS IS ONE OF THE MOST DRIVER-CENTRIC COCKPITS WE HAVE EVER SEEN



helicopter to a disco-version 007 theme. When, incredibly, it turned into a submarine, we were hooked. The Lotus Esprit sealed *The Spy Who Loved Me*'s position as the best James Bond film ever. Even if Lotus ceased to exist, it would still occupy that special place in movie history.

Fortunately, Lotus is alive and roaring in the road-car arena. The company continues to apply its engineering expertise in engine development and chassis tuning. More important, it builds its own unique sports cars.

The trio of Lotuses arrive for our photo shoot in a discreet manner—hidden from view on flatbed trucks. Once the covers are pulled off, all eyes up and down the road are locked onto the cars.

The Elise is the brand's modern lightweight masterpiece. In P5.35-million 220 Cup guise, it carries a supercharged 1.8-liter engine mounted right behind the driver. The in-line-four is based on Toyota's VVT-i engine, souped up to produce 217hp and 250Nm. That may not seem like much, but the red Elise weighs just 952kg, almost the same as a Honda Brio. Quoted acceleration to 100kph is 4.6sec, the same as an Aston Martin DB9 V12. Top speed is a moderate 225kph.

The black car is the Exige S Roadster. Originally a coupe version of the Elise, it has evolved to become the more powerful option in the lineup. While the Elise opts for a lightweight engine, the P7.5-million



LOTUS EVORA S SPORT RACER

Engine: 3.5-liter supercharged V6 **Power:** 345hp
Torque: 400Nm **Transmission:** 6-speed manual
Dimensions (L/W/H): 4,361mm/2,047mm/1,229mm
Wheelbase: 2,575mm **Price:** P8,880,000

'FORTUNATELY FOR US,
LOTUS IS ALIVE AND ROARING
IN THE ROAD-CAR ARENA'

LOTUS EXIGE S ROADSTER

Engine: 3.5-liter supercharged V6 **Power:** 345hp
Torque: 400Nm **Transmission:** 6-speed manual
Dimensions (L/W/H): 4,084mm/1,802mm/1,129mm
Wheelbase: 2,370mm **Price:** P7,500,000



IF THIS BUCKET SEAT
DOESN'T GET YOU IN
THE MOOD TO DRIVE,
YOU HAVE A PROBLEM



YOU MAY NOT BE ABLE
TO PUT A LOT HERE,
BUT WHO CARES?



Exige goes the brute route, choosing a 3.5-liter V6 that's likewise supercharged and mounted midship. The engine, delivering 345hp and 400Nm, is related to the Camry's V6, but no stock Camry sounds like this. The throaty rumble from the motor is not just heard but is also felt, vibrating the back and butt ever so slightly. The sprint to 100kph takes only 4sec, with the automatic version even quicker at 3.9sec.

The Evora S is the luxury offering here, at P8.88 million. Despite the engine's location behind the driver, Lotus has found a way to squeeze in two more seats, making this a 2+2. But you can dismiss the notion that you can fit a person in the rear seat—Tyrion Lannister would shoot you with a crossbow if you tried to put him there. The interior trim, particularly the quilted red leather on the seats and the doors, is odd in that it tries to impart luxury to what is essentially a track machine. The workmanship is impeccable, but the overall feel is too fetishistic for our taste.

Chapman's philosophy of keeping lightness stays intact especially in the Elise 220 Cup. Getting into it requires stepping over the tall and wide doorsill, and plopping down into the low bucket. You are immediately surrounded by aluminum—lots of it. You see the bulkhead, the door sill, and the backbone as bright metal. This isn't trim added to make the interior look pretty. It is actually the chassis, left exposed. But, lest you forget, this is still a multimillion-peso car, so there are some concessions to comfort—A/C, remote ▶

locking, electric windows. There's a radio, too, but the engine precludes any need for entertainment. Its sharp, authoritative bark is a welcome presence inside the cabin.

Everything moves with the precision of a racing machine. The handbrake lever lowers barely an inch when disengaged. The clutch pedal is moderately heavy. The gearshift, topped with an aluminum ball, features short throws and delightfully precise gates. The accelerator and brake pedals, both done in aluminum as well, are just a swing of the foot away from each other.

Lotus will evidently find a following among the local well-heeled enthusiasts. Its cars, delightful as they are, are primarily meant for track use. Their very low ground clearance means they will always find a way to kiss the concrete. We don't dare imagine what will happen if one of these cars falls into a pothole on our hideous roads.

We imagine the typical Lotus buyer will

already have a sports car, or several, for everyday use—a 911 or an R8. But when he wants to head to the track, he can bring the Lotus.

Take the owner of exotic-car tuning shop AutoPlus Sportzentrum, Carlos Gono. He has driven many high-performance machines and is in the business of making them faster. He was one of the first to acquire a unit from new distributor Lotus Cars Manila, an Autohub Group subsidiary.

"I ordered an Exige for my son Luis," he says (Luis just happens to be the 2014 Vios Cup champion). "The variant he chose is the Exige V6 Cup. It's a radical track racer. It has very good power-to-weight ratio since the Cup version is 60kg lighter than the standard car. It weighs only 1,030kg, and has a 345hp supercharged engine that can be tuned easily to 448hp. It also has a track-ready, fully adjustable height and damping wishbone suspension."



IS THAT A MANUAL STICK WE SEE IN THERE? OH YES, IT IS INDEED

THE LOTUS CARS THAT INFLUENCED AUTOMOTIVE HISTORY

NOT FAMILIAR WITH THE BRAND? IT'S MORE INFLUENTIAL THAN YOU THINK



TYPE 25 Introduced at the 1962 Dutch GP, this was the first Formula 1 car that was successfully built using monocoque construction. With the body and the frame making up a single unit, the car was four times as rigid as its predecessor.



TYPE 49 Jim Clark won his last race in this in 1968. It went on to win more races driven by Graham Hill, Jo Siffert and Jochen Rindt. The car used the engine as a stressed member of the chassis. Now, all F1 race cars are built this way.



ELAN The 1963 sports car was built on a steel chassis clad with fiberglass body panels. It embodied Colin Chapman's philosophy of having the minimum possible weight, tipping the scales at 726kg. The Mazda MX-5 was inspired by it.



ESPRIT The Giugiaro-penned 1975 car was the embodiment of wedge-shaped design. It gained immortality as Roger Moore's ride in the Bond film *The Spy Who Loved Me*, turning into a submarine to escape a helicopter attack.



ELISE This continues the Lotus philosophy of being as light as possible. The aluminum-frame car with fiberglass bodywork allows a 1.8-liter supercharged engine to deliver high performance. The Tesla Roadster was based on it.



LOTUS ELISE 220 CUP

Engine: 1.8-liter supercharged I4 **Power:** 217hp
Torque: 250Nm **Transmission:** 6-speed manual
Dimensions (L/W/H): 3,824mm/1,719mm/1,117mm
Wheelbase: 2,300mm **Price:** P5,350,000



OKAY, A LOTUS DOESN'T HAVE THIS, BUT THE FUN FACTOR IS THE SAME



THAT BIG EXHAUST PIPE PLACED IN THE MIDDLE JUST LOOKS BADASS



Aside from a track, the only place where you can explore this sort of performance is on a runway. We're on an airfield, but this is a taxiway adjacent to busy NAIA, not an airfield in Sussex. And there's no dude dressed in a white racing suit and helmet.

There's a guy dressed impeccably in white, though—Captain Perfecto Marin. He is a pilot for Philjets, a charter business that flies clients via helicopter and private plane. The business owns half a dozen aircraft, and has already flown thousands of privileged passengers.

Captain Marin prepares a conveyance that's undoubtedly faster than any of the supercharged bullets on the ground—the Eurocopter EC130 T2. You would have seen this in movies such as *Jurassic World* and *Fifty Shades Of Grey*. As we watch it lift off, we have visions of doing a modern version of *The Spy Who Loved Me*. Alas, the chopper doesn't have machine guns handy.

Our Lotuses stay land-bound while Captain Marin flies off. While aircraft use aerodynamic effects for lift, high-performance cars use them to stay planted on the ground. Lotus also developed ground effect in F1, using tunnels below the car to move air more rapidly.

'FOUNDER COLIN CHAPMAN NAMED THE BRAND AFTER THE LOTUS LEAF'

In the automotive sphere, this British carmaker has a tiny production base, but a huge influence. Aside from its direct engineering works for other companies, it has inspired other makers of sports cars. Gordon Murray reportedly said that his one disappointment with the McLaren F1 was that it didn't have the perfect steering of the Lotus Elan. The Mazda MX-5, which carries on the concept of basic, lightweight design and added Japanese dependability to become the best-selling sports car in history, was likewise inspired by the Elan from the '60s. That's how big Lotus's influence is.

Speaking of which, what's the origin of the brand's name? Chapman named it after the lotus leaf, which has a hallucinogenic effect when ingested. He said that after driving a Lotus, the owner should forget about other sports cars. Indeed, we've discovered firsthand how the Elise, the Exige and the Evora deliver a different, purer kind of driving experience—one that stays in the mind and soul. **W**



REMEMBER LOTUS'S SIGNATURE DESIGN ELEMENTS. THEY WILL BE POPULAR TOPICS IN THE DAYS TO COME DURING FUN RUNS





KEEPERS OF THE FAITH

Meet the small group of gentlemen who keep these classic British cars alive

WORDS BY JOEY BERNARDEZ
PHOTOGRAPHY BY IAN MAGBANUA

L

Legend has it that the Brits were largely responsible for spreading sports-car enthusiasm around the world. According to the lore, American soldiers stationed in the UK were quite taken with the agility and the entertaining qualities of the MG T series, and some of them brought these cars home to the US after their tours of duty. From the '50s to the early '70s, British manufacturers sold plenty of sports cars to the US.

There was a brief period from the late '70s to the '80s when the small, open sports car was nearly killed off by government regulation, and sales and manufacture almost died. But fortunately, that didn't last long. By the time the '90s rolled around, there was a revival of the roadster, and manufacturers from Japan, Europe and the US were coming out with their own versions.

As nice as the new models are, however, there are some people who yearn for the old British sports cars.

Out in Quezon City, there's a small group of gentlemen who pride themselves on caring for their vintage British metal. The MG Owners Club doesn't have many members—founder Ed Aguila says there are probably 10, or even less—but that's of no consequence to them. These fellows spend their afternoons and evenings maintaining their cars, most of which are over 50 years old. They are keepers of the faith, so to speak.

We head out to visit them at the house of their mechanic, Ray Gamilla. It's a stormy day, and we wonder if any of these guys would come out and see us considering their open cars. But then again, these cars are from Great Britain, where it's almost always raining.

As we arrive at the venue, we see a T-Type in British Racing Green, and except for a couple of tears in the upholstery, it is in pristine condition. This is the car that started the craze for small, open sports cars. This particular example is a 1947 MG TC and it belongs to a cool bloke named Peter Smith, an English gentleman who lives here with his Filipino wife. Peter acquired this car about 10 years ago from a good friend, and he has spent a ▶



LOVE FOR BRITISH CARS STARTED LONG AGO

HERE'S A COOL SNIPPET FROM OUR ARCHIVES

Mila Tambunting and Baby Teehankee were trendy and enjoyed driving around town on clear sunny days back then. Mila drove an MG A, while Baby operated a pink Triumph TR2. Could one of the MG As on the opposite page be the same car in the photo above?

Anyway, British cars arrived here at about the same time women began to get behind the wheel. These cars landed through indent orders. According to statistics from the time, the most popular British car brands registered here in 1957 were Standard, Austin, Ford UK, Hillman, Morris, MG, Jaguar, Triumph and Singer.

By the late '50s, more women were getting behind the wheel. Many initially drove out of necessity, but the few who had the cash to spare also drove for pleasure. Proof of this is the photo above of two young ladies who drove their chich sports cars around Luneta in 1958. (RICHARD WILHELM RAGODON)

considerable amount of money and effort in restoring it. He got the car "because it's British and it's right-hand-drive—it'll take me back to where I came from."

This car is used regularly, even for daily errands. Although Peter tries not to take it out when it's raining, he makes an exception for the commitment he has with us today. He offers to let us sit in the car, and we leap at the opportunity. Just getting in through the suicide doors is rather difficult, but once you're in, it's marvelous! The wood dash and the Jaeger gauges are absolutely beautiful works of art. Peter tells us that the car participates in out-of-town runs, and it can run the minimum 80kph that our expressways require.

Club founder Ed, meanwhile, owns the black-painted 1961 MGA Mark II on these pages. It is in concours condition, or the same condition it was in when it left the factory. The car was bought by Ed's father when Ed was in high school in 1967; he drove it to school as a young man and has taken care of it ever since. It is currently serving as a model for a 1957 MGA Mark I being restored at the garage. The Mark I was found in pieces; the engine and the chassis were all that was left. But as can be seen in these pictures, the restoration is almost finished.

'THE GENTS TAKE CARE OF THEIR RIDES AND PRESERVE ROADSTER HISTORY FOR US ALL'

A concours-level restoration is not an easy task because the car has to be built in the same way the factory produced it over half a century ago. Even processes that would be considered mistakes today have to be copied. In the case of this red MGA, Ed and Ray had many arguments concerning the routing of the fuel line and the wiring harness. The original routing was underneath the car and outside of it. If it were up to Ray, he would place the wiring harness and the fuel line in the car, where they would have extra protection. But Ed is a purist and insists on the original route. Many arguments of this nature come up in car restoration, and it's a good thing we have the Internet these days as a source of information.

As much as we want to take the cars out, we can't because of the rain. Every now and then, however, the downpour eases up, and in one such instance, Boy de Leon shows up with his Bugeye Sprite. The Sprite is another vintage British sports car; it was nicknamed "bugeye" because the way the headlights are mounted on top of the hood makes the car look like a bike, according to the Americans. But in the UK, its nickname is "frogeye."

The car is tiny! And it only has a 948cc engine. Boy



THIS RED ROADSTER IS ALMOST READY TO HIT THE OPEN ROAD



tells us he has owned this Sprite for about 10 years. He confesses that unlike the other cars here, it is nowhere near concours-level, but it runs and drives well. He adds that when he got it, its condition was five out of 10, which was good enough to start with. The original three-speed transmission gave him too much trouble, so he changed it to a four-speed Toyota transmission and is currently considering a five-speeder. He has even installed front disc brakes for safety.

On weekends, these guys congregate with other groups for fun runs out of the city. They're always prepared for breakdowns, which aren't out of the ordinary for cars of this age. Boy recalls there was one time his newly installed Toyota transmission wasn't quite dialed-in yet, and it caused him to stall. The car had to be towed home all the way from Angeles City. Still, it was all in good fun—the breakdowns are simply part of the hobby.

Whether these gentlemen like their cars for the period design or the sense of nostalgia they bring, we love that they take care of their rides and preserve the history of these classic roadsters for us all. If you see these guys out on the road, give them a thumbs-up! 🍷



YOU DON'T SEE
CLASSY COCKPITS
LIKE THIS ANYMORE



JUST A COOL GROUP
OF GUYS WHO LOVE
THESE RARE CLASSICS



A WELL-WORN
INTERIOR IS
A CHARMER



PRETTY COOL TO
SEE HOW THE HOOD
OPENS ON THIS ONE



LUXE COUPE

The **EXP 10 Speed 6** suggests a new direction for British luxury automaker **Bentley**. Full speed ahead, chaps!

WORDS BY **PAUL HORRELL** PHOTOGRAPHY BY **JAMIE LIPMAN**



Give a car designer a pencil and scrap of paper, stand back, and 10 minutes later you'll have a sketch of an imagined sleek-dreamy two-seater sports car. Usually a coupe. Usually front-engined. It's just what they're genetically programmed to do, even if they're employed by a company that will forever thwart their chance to realize the fantasy. And, sure enough, the designers at Bentley Motors are no different. Their day job has been all about other things: big four-seat coupes, convertibles and four-door sedans—the areas of preeminence occupied by the company since the '20s. Oh, and then over the past couple of years, an SUV, which has wracked their brains more than somewhat. And then, at the Geneva show...*this*.

This is precisely the sort of car that designers love to do. The kind of thing Bentley's designers have been waving under their bosses' noses for years. Sangyup Lee, Bentley's head of exterior and advanced design, tells me: "It was a skunk-works project at first, and then we showed the idea to management, and they approved."

Company boss Wolfgang Dürheimer was

the one who recognized that the ballooning global posh-SUV bandwagon was something the Crewe factory just had to climb aboard, so, three years ago, he pushed the Bentayga ahead of the two-seater on Bentley's to-do list. All the while, he admitted that the money-making potential of the SUV was in tension with the heart-string tug of a sports car. Even at the time the concept version of the Bentayga was first shown, Dürheimer told me that a two-seat sports car existed as a full-size design model in the studio. Mind you, this EXP 10 Speed 6 isn't an evolution of that earlier model. They started from scratch. He says the car we see today didn't take long because "when you give the designers a brief like that, it's like letting them off the leash."

The official line is that this could be the template for a fifth model line from Bentley. To discern if it could pay its way in production, Crewe people aren't just stroking their chins and consulting a crystal ball. The gorgeously finished concept car is a tool for some rigorous research. Dürheimer says: "This car will be taken to product clinics in Europe, the US and China. We'll do our homework and look at the customer data." ►

He says they have a year to decide if this is the right thing for an extra model line—not a replacement for any existing Bentley. That timing, he explains, is so that “when the Bentayga SUV is executed, the engineers can jump to the next product.” The EXP 10 bit of the name, by the way, means it’s an experimental car, following the concept version of the Bentayga—the EXP 9.

Dürheimer is keen to emphasize that if it became real, it wouldn’t be a Porsche 911 rival: “It will be smaller than the Continental GT but not cheaper.” Several months ago, he’d told me the sports-car and convertible segment was shrink-

ing. “Yes,” he says now, “it is a declining market at present. If we followed the market, we would do a second SUV.” But it’s pretty obvious he’s looking for an excuse not to follow the market. And the EXP 10 could well be it.

Enough of the theory and logic. Let’s get up close. See the EXP 10 alongside a Continental GT, and it’s obviously a much lower, smaller car, not just a re-skin. Dürheimer says it would use a new structure. Would it be lightweight? “I’ll sleep on that.” He adds a Bentley has to feel strong, solid. Lightness isn’t in its DNA.

But according to designer Sangyup Lee: “Our

heritage is weight, but it’s also torque and luxury. Now we want to develop a sports car against the AMG GT and the Aston Martin Vantage. It would still be the most luxurious car among them. But we want kids to have a poster of a Bentley on their walls. If you don’t love this at first sight, it hasn’t worked. The Bentley brand design has been very safe. Now we want to push forward, both in form language and in detail execution.”

Of course, Bentley tried before to push forward and probe its design limits. It didn’t end well. The EXP 9, the concept for the Bentayga, had a front-end design that soured the milk. A lesson has been learned: The Bentayga has been re-nosed for production. (The EXP 9 had been done before Lee took over the advanced design leadership. He was at a Volkswagen studio in California at the time, and before that had done the Camaro at Chevrolet.) Besides, a sports car needs a different face from an SUV. This is it.

The EXP 10’s grille is shallower than on any production Bentley so far. But more striking still are the headlamps. Having four round eyes is a Bentley fixture, Lee points out, but it’s obvious they pushed the boundaries here, and poured a lot of love into the details. He makes me crouch down in front of the car as if in supplication, and

‘WE WANT KIDS TO HAVE A POSTER OF A BENTLEY ON THEIR WALLS. WE WANT TO PUSH FORWARD, BOTH IN FORM LANGUAGE AND IN DETAILS’



IN THE CROSSHAIRS
What will the EXP 10
Speed 6 be up against?



MASERATI ALFIERI

Revealed at Geneva 2014.
Production still a few years away.



MERCEDES-AMG GT

More than a mere SLS Lite. The
GT is up there with the very best.

sure enough they appear perfectly round from that angle. But as you stand back up and see them from a higher vantage point, or from the quarter view, they stretch into ovals, adding intrigue. “It gives you something to discover,” declares Lee. He also points to the spiraling diamond detail inside the lamps. “We call them whiskey glasses.” It’s an echo of the new 3D-metal-printed version of the traditional Bentley diamond grille, and of the similar textures inside the cabin.

Around the sides of the car, between the two sharply drawn lines that emerge from the skin at door-handle and sill height, there’s a third much softer positive volume, and again that helps make it look light. The line that runs upward ahead of the rear wheel and back above the arch samples one of the most classic riffs of the Continental GT. At the tail, the lights are pure ovals to match the tailpipes. “Before, we always had the lit ovals in rectangular lights,” Lee explains.

Inside, as you’d expect from the concept, there are some pretty exquisite materials—most notably the door panels, each of which is a solid piece of cherry wood with a diamond pattern chiseled out. At the intersection of each diamond sits a little lozenge of copper. The architecture through the cabin is again all about lightness. The dash-top wings float above the main structure to admit light and shade, and the console also floats and is slimmer than on any Bentley for years. It houses a portrait-format touchscreen. The main dials use a physical chronograph-type rev-counter cluster plus a virtual speedometer ➤



Pedals, among other cabin elements, have copper highlights



Gearshift looks like an eight-speed automatic selector. Looks costly



ASTON MARTIN VANTAGE

Still a lovable thing, but manifests its considerable years in a few areas.

'HERE IS A SUPERCAR THAT SHRINKS BENTLEY'S HIGH-LUXURY VIBE INTO A MORE AGILE PACKAGE'

embodying the driver's multifunction display.

Lee insists the general shape and proportions of the EXP 10 are realistic. "It's not some la-la land concept." The doors are the right size to get in and out of, and there's enough room inside—the mechanical bits would fit. Mind you, a couple of rival-company designers at Geneva reckoned it would be hard getting the headlamp position through the current impact rules. Whatever. The front has a shorter overhang than a Continental, which implies better weight distribution from moving the engine backward relative to the wheels. Ah, the engine. A topic on which Bentley is keeping mum. Lee lets on: "It could be a hybrid drive, for torque. And the benefit of being in the VW Group is we can get platform parts."


So what platform could it use? On the other side of the Volkswagen Group, Porsche is work-

ing on a matrix called MSB. This has a longitudinal front engine and RWD/AWD. It's for the late-2016 Panamera, among other things, and it's lighter than the current Panamera skeleton. Dürheimer suggests a production version of the EXP 10 could be the MSB. "But it's not all fixed. You can carry over our corner units [suspensions, driveshafts, brakes, hubs] and put them in a new structure."

A few minutes after the EXP 10 Speed 6 had been unwrapped, Dürheimer gave me its elevator pitch: "Bentley has always been in love with the idea of a punchy, powerful two-seater."

In love with, but never actually building. Even back in the '20s, when WO Bentley wanted to make a faster car, he didn't make a smaller or lighter one, but instead added size and power. So the four-cylinder 3.0-liter car grew into the long,

weighty, six-cylinder 6.5-liter. The hotted-up version of that, the 1928-30 Speed Six, won Le Mans twice and so you can see why Bentley has reprised its name for this new concept. But that granddaddy Speed Six certainly wasn't the lithe two-seater the marque is trying to invoke now.

Here then is a two-seat supercar that shrinks Bentley's sporting but high-luxury vibe into a more agile package—a car to go against the Aston Martin Vantage and its successor, and the AMG GT and, three years from now, the Maserati Alfieri. If you accept a paring-back of the cabin luxury, you could include the rear or mid-engined stuff like the 911 Turbo and the Audi R8 plus the ever-growing range of McLarens. The competition thinks there are customers out there. After all these years, Bentley is close to finally allowing itself to join in. 





THE STORY OF **Top Gear** TELLY

Ours is the biggest automotive media brand in the world, period. It's largely thanks to this certain British TV show. How did it all start?

WORDS BY **ANDY WILMAN**

I CAN'T REMEMBER EXACTLY WHEN IT WAS, BUT AROUND 2000 OR 2001 THE CONTROLLER OF BBC 2, JANE ROOT, HAD HAD ENOUGH OF TOP GEAR AND PUT A BULLET THROUGH ITS HEAD.

She'd watched the show plod on, each series looking more and more dated alongside new and fresh factual shows, and no attempt at perking up the dear old car show was having any effect. News of the show's demise was met with sadness by a few, indifference by many more, but with intense interest from a tall curly-haired man who had quit that very show a couple of years earlier. When Jeremy Clarkson rang me and we met in a pub, he was already bouncing off the ceiling with enthusiasm for resuscitating the old corpse. In fact, he'd already mapped out some of the key elements: The new *Top Gear* would be anchored from a central place, with an audience, so that the presenters could talk to each other instead of presenting one item after another in isolation.

This studio base would also allow us to do a news section, so that important cars could be discussed without us being forced to shoot a film about them. Jeremy had devoured Nick Hornby's *High Fidelity*, and if you've also read it, you'll know how beautifully it illustrates the male brain's love of lists and Top Fives. From there, it was only a small mental leap to having a lap board, which in turn would require a track, which in turn meant we could film Italian supercars. And since we had a track and a studio, why not get guests on and make them do a lap? One of us then had this vision of a black-tie-clad Bryan Ferry hammering round in a small Hyundai, and when we'd finished laughing, the Star In A Reasonably Priced Car was born.

And as I sit here now in April 2015, in a completely empty office, I think of what the BBC has lost in getting rid of Jeremy. It hasn't just lost a man who can hold viewers' attention in front of a camera, it has lost a journalist who could use the discipline of print training to focus on what mattered and what didn't. It has lost an editorial genius who could look at an existing structure and then smash it up and reshape it in a blaze of light-bulb moments. Just as a small example of that latter point, I remember Jeremy insisting during that lunch that the new *Top Gear* should not worry about being the first to drive a new car, even if it was the Ferrari Enzo. To me, as a producer, this logic was madness, because being first meant being exclusive, but he said: "No, think about it. To be first with a new car, you have to go on the car launch, drive it abroad three or

four months before it goes on sale, and it means nothing to a punter at home. Let's wait. Let's film a car when it's actually on sale here, posters on the showroom window, so that what we're doing actually means something to viewers." I still thought he was talking bollocks, but I couldn't have been more wrong—in the end, we didn't lose a single viewer because we were two years later than everybody else with our Enzo film.

All we needed now was a name for our new *Top Gear*, and, after a few more drinks, we decided on *New Top Gear*. With that sorted, we went and pitched our idea to Jane, the BBC2 controller who, after a few minutes suffering our babbling stream of consciousness, told us to get out of her office and get on with making it. There's no doubt in my mind this show wouldn't have existed without Jane. She gave us the freedom to cock up and try again. She pushed us when we were timid, and she had real TV wisdom. I remember sitting in an early meeting with her and some BBC execs, discussing what sort of stories this new *Top Gear* would film, and I mentioned an item Jeremy and I had once made on old *Top Gear* about Siamese Banger Racing, where the drivers raced in two cars chained together.

Naturally, being a BBC meeting, somebody then erupted at me for having said "Siamese." Jane called everyone to order and said the point was we should forget about reporting on other people's car events. "Make your own world," was her advice, which, when you think about it, was precisely what we ended up doing—James, Jeremy and Richard lived in their little juvenile bubble, just doing their thing.

But I digress. Back then, in 2002, the first job was to find some new presenters, so we rented a small studio in Acton and started to screen-test the long list of hopefuls, with the audition involving them standing next to a Renault Avantime and talking about it for a bit, and then doing some news items with Jeremy. Quite early on, a fat bloke with a Shakin' Stevens quiff called Jason Dawe walked in, cracked us up with his wit and bowled us over with his ability to make second-hand car news sound exciting.

James May then rocked up. Jeremy and I had known James for years as a motoring journalist, and he'd been hired, briefly, then fired, quickly, from old *Top Gear*. This audition, then, was im-

portant if he was to get another shot at the prize. So, James, being James, took one look at the Avantime, dismissed it as marketing bollocks, scanned the news stories he was supposed to go through with Jeremy, threw them to one side and proceeded to tell us how his old Rolls-Royce was costing him so much in fuel he'd had to take up Sainsbury's offer of cheap petrol with every £200 shop. Then he left, leaving some bemused BBC executives staring into the middle distance.

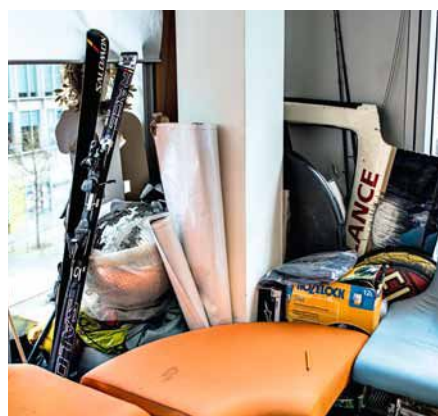
Back in our tiny office at the BBC, the amount of VHS tapes sent in by would-be presenters had now reached the ceiling. We got them from car dealers, students, classic-car nerds, even lingerie models. Then a producer called Kate Shiers walked into the office brandishing yet another VHS tape and said the guy on it was worth a look. He was small and energetic, and he was doing a terrible car review while dressed as Batman. But there was something about the chap, so Richard Hammond was invited to come in.

On the day, he turned up in a bad shirt and waffled some old nonsense about the Avantime, then trotted through the news bits okay, but there was nothing that lived up to the promise of his tape. Then, as the audition wound up, Richard started to talk about his woefully unsuccessful career as a radio DJ. By the end of this tragic anecdote, everybody in the room was crying with laughter. It takes balls to come into a hotly contested audition and tell tales of your failures, but it was the right move because self-deprecation—although we didn't know it at the time—was going to play a big part in *Top Gear*'s humor.

With the auditions complete, it was time to choose. All of us were in agreement we wanted the funny little failed radio DJ, but, beyond that, it was a world of arguments. The plump car dealer, Jason, was a front runner; Jeremy was campaigning for James; but the BBC grown-ups were adamant a woman should be in the lineup. Now, I'm a big, big fan of the Beeb, but, my God, do they stretch your patience when they start "applying their marketing logic," or to use another word, meddling. Their theory behind a female presenter was that if you want women to watch something, you need women presenting it.

But Jeremy and I had already started to realize that male banter was going to become an important part of the show. And so, Jeremy and I

SHOW	SHOW 1	SHOW 2	SHOW 3	SHOW 4	SHOW 5	SHOW 6	SHOW 7
RX/TX	RX 21 JAN 10 TX 29 JAN	RX 28 JAN 10 TX 1 FEB	RX 4 FEB TX 8 FEB	RX 11 FEB TX 15 FEB	RX 18 FEB TX 22 FEB	RX 25 FEB TX 1 MAR	RX 4 MAR TX 8 MAR
JEREMY	ST. PETE	AUSTRALIA	AMBU	i8	PEUGEOT	CANADA	AMBU
RICHARD	ST. PETE	AUSTRALIA	AMBU	LAND ROVER		CANADA	MX5
JAMES	ST. PETE	AUSTRALIA	AMBU		LAFERRARI	CANADA	ERUIT
POWER	HURACAN	AUSTRALIA		AMG GT	CORVETTE CAYMAN	LEXUS	JAGS
FEATURE							
LAPS							
GUEST	E.S	K.S	D.R	WS+MR	O.M	G.A	N.H
	COX		COF		FGL	CIF	



went to see Jane Root to tell her we didn't want a girl. She looked at us and said: "Fine, do what you think is best. I'm not fussed either way."

With Gendergate sorted, we thought we were free to finalize the lineup, but the BBC Meddling Department wasn't finished. Jeremy was campaigning for James, but we were told a trio of Jeremy, James and Richard was too "middle-class public-schoolish type blokes of a similar age."

"And?" we replied. "Well, it's all a bit cheese and cheese, as opposed to chalk and cheese," came the response. After much cheese-related arguing, we lost, and cheesy James was kicked in favor of chalky Jason Dawe, who I recall was fairly middle-class and of a similar age.

Still, our lineup problems were not over. We still needed a real ace driver, with a racing background, and Tiff Needell was not an option because the BBC wanted a new-look *Top Gear*. And

'WE SHOULD FORGET ABOUT REPORTING ON OTHER PEOPLE'S CAR EVENTS. MAKE YOUR OWN WORLD'

if we had a racing driver, he would, like Tiff, have to present films, but (a) there weren't enough films in the hour to go round, and (b) racing drivers aren't known for their camera charisma. One evening, I was trying all sorts of presenter permutations on our massive whiteboard when Jeremy rocked up. "You know what, I can now actually do the slidey tail-out driving like Tiff did on old *Top Gear*," he said. "But what I can't do are the precise laps we need to get the lap times for the board. We still need a racing driver for that."

"Yeah, who then needs to be able to speak, and we're back where we started," I replied. Then Jeremy's light bulb lit up: "Hang on, why does he need to speak? He could just be a bloke, in a suit and helmet, and he does the lap times and he never speaks. And we never even have to see him, or know who he is! He'll be like a thing on the show! He could be like The Gimp in *Pulp Fiction*—we could call him The Gimp!"

Thus, The Gimp was born. All we needed was a racing driver to fill the role, preferably someone who was discreet, a shrinking violet who didn't like to talk too much, and so we chose Perry McCarthy, the only man whose mouth works faster than most of the cars he's driven. Perry also told us where we could stick our notion of calling him The Gimp, so we settled on The Stig. ➤

THE SHOW THAT FINALLY GROUND TO A HALT JUST OVER A MONTH AGO WAS A COLOSSUS. 350 MILLION VIEWERS, 200 COUNTRIES, GUINNESS BOOK OF RECORDS FOR MOST WATCHED SHOW, 40 YEAR WAITING LIST TO GET IN THE AUDIENCE ETC ETC.

These achievements, however, weren't exactly front of mind back in the days of those very first shows. In fact, I distinctly remember the most pressing issue on the morning of the first show was not world domination, but how to position the Mazda 6 in front of the cameras on account of Jim, one of the researchers, having backed it into a lamppost on his way to the studio. Still, at least the car was there, which was more than could be said for the Saab we'd tried to film the week before, when Hammond and the film crew had been left staring at an empty parking space because Rowland, another researcher, had taken it to go and visit his relatives.

We were, back then, completely cock-arsed. Take our genius plan to make lap times for the cars fair and equal. This was Britain—what if it rained? What if it was sunny? How could we create a level playing field each week? I know, let's wet the track in certain places to make it a bit wet and a bit dry? So we got two massive bowzers to spew their contents onto the track, and were baffled to discover that (a) they only managed to cover a tiny portion of Hammerhead, and (b) tracks dry quickly on a sunny day. This was before we even remembered that rain doesn't drop just in neat sections of one's choosing.

Still, at least Operation Wet Certain Bits of The Track To Match Rainfall That Doesn't Actually Behave Like That Anyway would have made the studio audience laugh, which wasn't exactly happening in the studio.

The main problem there was that the audience would turn up at, say, 2pm, then stand on their feet, in a hangar that we'd either forgotten to heat up or cool down, for hour after hour while the presenters tried to record their links. We had no autocue so each piece required about 98 takes, and Jason Dawe bore the brunt of it with his lengthy and wordy Used Car News section.

Today, a pair of tickets to watch the show can fetch 10 grand at a charity auction, but back then, by 8pm, when we still hadn't finished recording, I used to bar the exit door and plead with people to

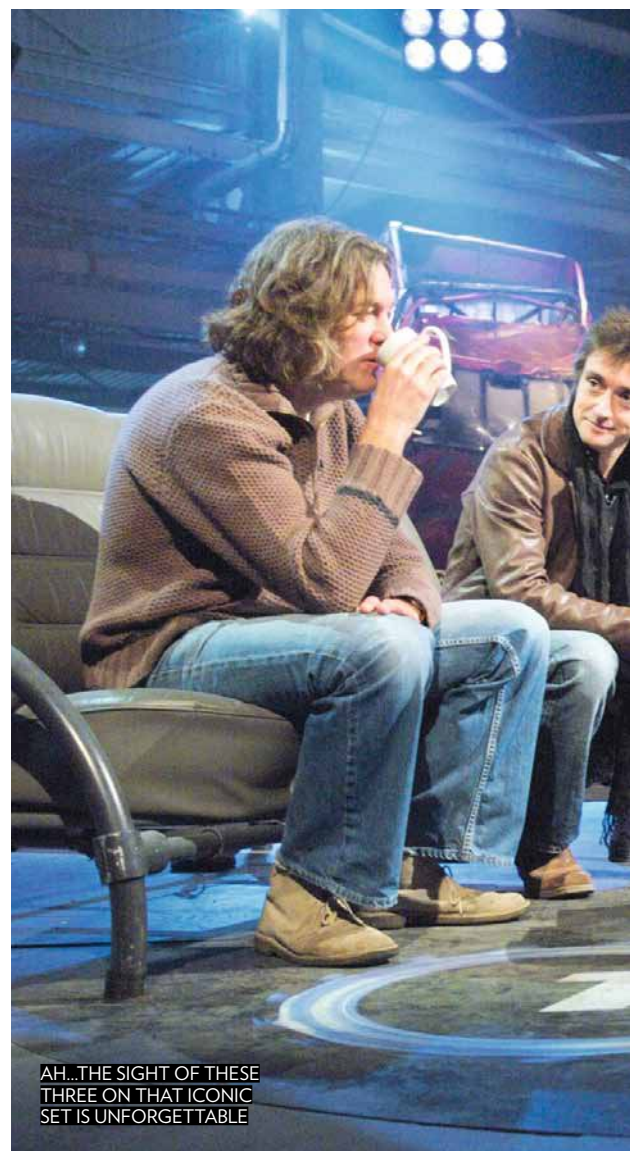
stay: "No, I understand you have to get home to your dinner and families, but please please stay for another half hour while Jason nails that story about secondhand Citroens."

However, in all these ham-fisted goings-on, something was starting to click. For starters, the new directors had brought in fresh cameramen and editors who raised the quality of the pictures and the music to another level. Then you had people like Jim, who, when not backing cars into things, unleashed his weird lateral brain to brilliant effect. "Everyone jumps a motorbike over buses, but let's see how many bikes a bus can jump," was one of his early and superbly pointless suggestions. He then got carried away trying to find a bear that could drive an automatic, switching to a monkey when the bear option didn't work out, but the TV animal handler lady screamed down the phone at him that she'd prosecute us if we dared put a primate in a car.

The combination of highbrow science like this, sexy films and a slowly improving studio started to bring us a decent audience of around three million. But Jason wasn't working out as a presenter, so we decided we'd let him go at the end of the first series. For a while, the BBC management had a wobble about Richard staying, and in their classic HR style said to him in December: "We may not want you back for the second series, but anyway, have a good Christmas."

There was no doubt, however, that Richard would stay, so we were looking for a third man. It was about this time we had another visit from the BBC Meddling Department, who told us that market research found our show was attracting young, lifestyle, trendy viewers to BBC2, so perhaps we should think about getting a young, lifestyle, trendy presenter. Ever keen to assist, we searched high and low and eventually came up with just the man: James May.

His hair looked like it had been lowered on by a trainee helicopter pilot, and his shirts were clearly styled by toddlers, but since we didn't have (and from the on-screen evidence clearly



never ever had) a wardrobe budget, there was nothing much we could do in the sartorial aspect.

But like Jeremy, James's print background had given him a shrewd and witty eye on the car world, and he and Hammond bonded well. The other good thing about James was that on nearly all issues motoring, he agreed with Jeremy on absolutely nothing; and if you think Jeremy can stick with his opinion, he is a mere striptlet of corn blowing in the wind compared with the stubbornness of May.

With our trio now complete, the growing of the show could begin. In our heads, we were making a car show for car dweebs, but as Series Four went to Five and then to Six, we realized that the growing was sprouting in directions we hadn't reckoned. Kids were watching, grannies were watching, and if I had a quid for everybody who said, "I'm not into cars but I like watching your show," I could have afforded to quit the show.

At one point, the Meddling Department arrived bearing more news from the outside world. Nearly half of our audience, they declared, was female. Before they had a chance to follow that up with the inevitable suggestion to get a woman presenter, we shooed them out and carried on.

At first, I couldn't work out why so many girls were watching, because, let's face it, those



ard, James and Jeremy, besides having the same mental age as them, are intrinsically mean to each other, just as kids can be in the playground.

As the audience grew in number and type, so did the size of the Complaints Bag, with more and more angry letters landing on my desk demanding that we stop arsing about and get back to doing proper tests of sensible cars for real people. We made a Wall of Complaints as a home for the best and most vitriolic ones, and Jeremy's response was to invent the fictional character Mr. Needham, who would write in every week, demanding the said sensible test of a sensible car, and then we'd give him the Fiesta attempting a beach assault with a company of Marines. Every problem, basically, was dealt with in as daft a way as possible. Perry, our black-suited Stig, asked for a massive pay rise so he had to go, and hence he met his demise off the end of an aircraft carrier.

'THE THREE WALKING DOWN THE STREET ARE HARDLY GOING TO BE MISTAKEN FOR A PRETTY BOY BAND'

Looking back, I wouldn't say we were clever enough to plan all the good things that happened. Some stuff was just a happy accident. We went to Florida and Alabama to make a 25-minute film about buying your own hire cars, then when we got back found we'd accidentally shot enough stuff for an hour. The Specials were born.

I think another seminal moment in the Hall of Happy Accidents was the £1,500 Porsches film. That began as a small road trip to see how good a cheap Porsche would be, but when Jeremy's 928 conked out just over a mile from the start line, his genius editorial brain realized that crap cars breaking down was going to give us more entertaining telly than brand-new ones that worked. Hence we started doing cheap car challenges, with the highlight probably being James's Lamborghini actually turning up to the start of the film, on an AA loader, having broken down before we'd even started filming.

Another happy accident was the Cool Wall, which came about simply because we wanted something in style terms to talk to Trinny and Susannah about when they came on the show. Bottom line, we were too thick to think up these things from scratch, but smart enough to recognize something when it worked.

Some stuff, though, did come as a result of ►



three walking down the street are hardly going to be mistaken for Westlife, but then you realize that girls love men who are funny, who are a bit nerdy-passionate about their thing, and who don't actually try and be attractive. I think they also looked at their partner on the sofa, Stella can resting on his beer baby, looked back at the telly and thought, "I haven't done so badly after all."

Obviously, the kids were there for the Lamborghinis and the stunts, which had now grown from a bald man with a bad wig in a convertible to playing darts with cars, sending a Mini down a ski jump and trying to launch a Reliant Robin into space. I believe kids also loved the fact that Rich-





THE £1,500 PORSCHEs



RELIANT ROBIN TEST



TOP GEAR WINTER OLYMPICS



JEREMY DRIVES THE PEEL P50



TOP GEAR GOES CARAVANNING



RICHARD BEING SICK ON A BOAT



CAR VS. TRAIN TO MONACO



JAMES DRIVES UP A VOLCANO



AYGO VS. FOX FOOTBALL



£10,000 SUPERCARS



TOP GEAR CAR DARTS



TOP GEAR MOTORHOMES



RELIANT ROBIN SPACE SHUTTLE



THE INFAMOUS USA SPECIAL



AMPHIBIOUS CARS PT1

hard brainstorming. It had to because, unlike, say, *Wife Swap* or *The Apprentice*, the contents of which were shaped by a disciplined format, we would start each series with a blank sheet of paper. We knew there would be cars and bad shirts and a Stig, but beyond that...bugger all. Luckily, there was enough brilliant brainpower around to keep the new strands coming. It was Series Four, I think, before we did our first big race (the DB9 to Monaco), and it wasn't until Series Eight that we attempted our first *Top Gear* engineering projects, with the amphibious cars.

If some ideas didn't work out, we'd just ditch them and move on. *Top Gear Dog*, for example. Great idea at the time, but it either lay in a coma or ran around being completely mental.

What I never had to worry about were the words coming out of the presenters' mouths. Any

producer would be blessed to have those three. They would set off on a road trip—no script, just a few bullet points in their heads—and riff away like mates. At some point we gave them control of the On/Off switch for their in-car cameras, which was a mistake because, Christ, do they go on, but so much of their drivelly banter was gold.

All of this high-end content came wrapped up in a wonderful authenticity that, for me, was the genuine expression of reality television. When in Bolivia James said to Hammond, "You running into the back of me stopped being funny three series ago," he meant it, and the viewers got that. When Hammond was throwing up on that sinking boat in the race to Oslo, he really was throwing up because the daft sod had had a skinful on the ferry the night before. When they got hurt—Jeremy knackered his shin driving his

truck through a brick wall, James smacking his head open in Syria—the blood and the pain were for real. Obviously, there was one event when the pain got a bit too real, an event that began with Hammond walking into the office one day and saying, "I'd like to go really effing fast this series," and ended with him on life support in a coma.

None of us will forget that day when the tire on his jet car blew at 460kph and he pitched over into the world's fastest-ever car crash. That boy survived only because he is so tough. Who else would be riding a dog sleigh to the North Pole six months after he woke up in a brain injuries unit?

While Hammo was recovering, the accident itself propelled this poky little car show onto the world stage, and for a while our audiences in the UK alone were hitting eight million a week, but soon the window shoppers moved on and we settled down to life with the genuine followers.

On the subject of surviving, anyone who works on any TV show constantly plays the guessing game of how long the show itself will last, when the numbers will start to drop, how many series you will manage before the bosses pull the plug. In 2002, I estimated we'd be around

'ANY PRODUCER WOULD BE BLESSED TO HAVE THIS TRIO. NO SCRIPT, JUST A FEW BULLET POINTS'

for five, then a year later I upped my guess to 10 series. In the end, we managed 22, at which point the viewing figures were still strong, and I'd given up the guessing game because in TV terms, we were now in uncharted waters.

Partly it was down to the genius of the presenters, who were ideas men just as much as they were gobs on sticks. Partly it was down to the researchers and the producers who came up with great thoughts and worked so hard their hourly rate was probably the same as a Vietnamese child laborer. Partly it was down to the arts and crafts boys—the directors, the cameramen, the soundmen, the editors, the graders, the dubbing mixers. And partly it was down to all the backroom mob: the mechanics, the runners, the coordinators, the lot. Many brilliant people.

As I say, we set out to make a nice little show for car dweebs and ended up somewhere else—somewhere we never dreamed we'd be. And because we never planned it, I don't think we'll see the likes of it ever again. ■

BECAUSE NOTHING BEATS THE THRILL OF CROSSING THE FINISH LINE FIRST

FULL THROTTLE



THE BATTLE OF BRITAIN

*How reigning Formula 1 champion
Lewis Hamilton stacks up against the best
British drivers of all time*

WORDS BY NIKY TAMAYO 



Everyone loves to hate Lewis Hamilton.

His rock-star lifestyle. His rock-star (ex) girlfriend. His whiny radio chatter. But he fought the great Fernando Alonso (one of the best F1 drivers ever) to a draw at McLaren in 2007, and his ability to wring 110% out of any car is awe-inspiring.

Many of the sport's insiders consider him the best on the grid today, but how does he

compare with the greatest of Britain? To find out, we sifted through race results for various Brits and Flying Scots, before tossing it all aside. Honestly, statistics can only tell you so much. The rest, like racing itself, is based on pure feel.

So, without further ado, here's our best-of-the-Brits 'comparo', for lack of a better word.



7

JENSON BUTTON

(274 RACES, 15 WINS, 1 CHAMPIONSHIP, AS OF THE 2015 BRITISH GRAND PRIX)

While inconsistent in his first few F1 seasons, Button managed a fantastic third for BAR Honda in 2004 behind the dominant Ferraris. Honda's strength proved short-lived, however, and Button had to wait five agonizing years until he earned the title at a revitalized Brawn GP in 2009.

His smooth driving and strategic genius at times allowed him to show up the faster Hamilton at McLaren-Mercedes, scoring more points than his win tally would suggest. And their in-team wheel-to-wheel duels were some of the best ever. Sadly, given McLaren-Honda's current issues, there's little hope for another championship for the ever-likable Brit.



10

JAMES HUNT

(92 RACES, 10 WINS, 1 CHAMPIONSHIP)

Known for his flashy, tail-out driving and his (friendly) rivalry with the great Niki Lauda, he was similarly infamous for his taste for alcohol and sex. Hunt was rumored to have slept with 33 British Airways stewardesses the night before the title-winning race in Japan in 1976. Despite Hunt's wild reputation, Lauda praised him for his precision in wheel-to-wheel racing.



8

DAMON HILL

(115 RACES, 22 WINS, 1 CHAMPIONSHIP)

Michael Schumacher's arch-rival during the Benetton years employed a minimalist driving style that made him reliable and gentle on equipment. Hill lost the championship twice to the German before winning the title with Williams in 1996, after which he was unceremoniously dropped in favor of Heinz-Harald Frentzen.



9

JOHN SURTEES

(111 RACES, 6 WINS, 1 CHAMPIONSHIP)

The only man to win both F1 and World Motorcycle Racing (now MotoGP) championships, Surtees captured the title with Ferrari in 1964, with several motorcycle crowns already under his belt. Now, imagine if MotoGP legend Valentino Rossi (who has tested for Ferrari) had done the same...



6

GRAHAM HILL

(176 RACES, 14 WINS, 2 CHAMPIONSHIPS)

Not the most natural of drivers, the older Hill only got his license at the age of 24. Still, his methodical approach to driving and car setup made him consistently quick, especially at the legendarily tricky Monaco GP, which he won five times. He remains the only driver to have completed the 'Triple Crown,' winning the Indy 500, the 24 Hours of Le Mans, and the F1 championship. Who knows what he could have accomplished had he started racing earlier?



5

STIRLING MOSS

(66 RACES, 16 WINS)

Arguably the greatest loser in history, Moss came second in the championship four times in a row (1955 to 1958). But those who beat him out for the title knew that, in equal circumstances, Moss could have beaten them. While his unusual straight-armed style and late-braking ability made him faster than his contemporaries, his determination to win in independent British cars denied him the trophies he so rightly deserved.



4

NIGEL MANSELL

(187 RACES, 31 WINS, 1 CHAMPIONSHIP)

The perfect foil for the ruthless Ayrton Senna, 'Il Leone' never backed down to the charging Brazilian. His never-say-die attitude endeared him to the fans, but his irascible nature often put him at odds with his teammates. After winning the title with Williams in 1992, Nigel faced the prospect of being paired with the similarly prickly Alain Prost in 1993. He left F1 then, entering the CART IndyCar World Championship and winning it in his 'rookie' season. Mansell remains the only driver to hold both titles at the same time.



3

LEWIS HAMILTON

(157 RACES, 38 WINS, 2 CHAMPIONSHIPS, AS OF THE 2015 BRITISH GRAND PRIX)

Lewis's calm hands at the wheel belie the fact that he is bloody quick. He corners much earlier and trail-brakes much later than anyone else, ever teasing the edge of oversteer. His balletic performances in the wet and on knackered tires showcase an innate feel that allows him to adapt to any condition.

While his Senna-like ruthlessness and many on-track clashes have inspired more rule revisions by the stewards than any other driver in memory, he has seemingly calmed down over the years. This leaves only his reliance on his talent as his biggest weakness. Aside from that lucky call at Silverstone last month, he has often fumbled strategies, and teammate Nico Rosberg's more meticulous approach to setup often shows him up in qualifying at Mercedes. Yet Lewis's raw speed and wheel-to-wheel brilliance allowed him to dominate Nico on track last year, cementing his status as a true world champion.



2

JACKIE STEWART

(99 RACES, 27 WINS, 3 CHAMPIONSHIPS)

While best-known nowadays as a driving force for safety in racing, there is no doubting Sir Jackie's accomplishments behind the wheel. He was impressive in his rookie season alongside the great Graham Hill, but it was in the iconic blue Tyrrells that he flourished.

Stewart's unflustered driving style seemed slow, yet his mechanical sympathy and his abilities in setting up a car made him a dominant driver. Nowhere was this more evident than in his victory at the Nurburgring in 1968, where he won by four minutes in the blinding spray. His car-management skills would later prove decisive at the wheel of the notoriously twitchy, short-wheelbase Tyrrell 006, which gave him his third and last championship in 1973.



1

JIM CLARK

(72 RACES, 25 WINS, 2 CHAMPIONSHIPS)

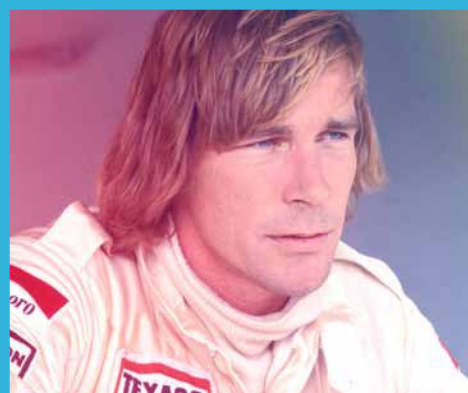
Clark was not just fast, he was dominant. Against the likes of Jackie Stewart, Dan Gurney and Graham Hill, he set the yet-unbeaten record of eight career grand slams (pole, win, fastest lap, and all laps in the lead). If not for chronic Lotus unreliability as well as his untimely death in 1968, he might have achieved even more.

Clark's deceptively smooth driving hid an amazing aptitude for late braking and induced oversteer—and yet so softly did he push the car into oversteer that he used less brakes and tires than anyone else. He is regarded by many with the kind of awe reserved for the likes of Senna or Fangio.

Could Lewis ever be regarded with the same reverence? Perhaps not yet. But we don't doubt that, by the time he retires, he may move a few notches up the ladder on the pantheon of F1 greats.



HUNT PARTIED HARD. BUT HE ALSO HAD A STRONG DETERMINATION TO WIN



British bravado

Living large and driving fast, **James Hunt** was a man who got whatever he set his heart on, including the F1 drivers' crown



Notoriously called 'Hunt the Shunt' because of his early career crashes, James Hunt would later be remembered for his panache on the track and his debauchery off it. He was quite the celebrity racer of his time as shown in the 2013 film *Rush*, which was based on his rivalry and friendship with Niki Lauda.

Hunt came from a privileged family, and was into racket sports until the racing bug bit him at the age of 18. He chased after his own passion, going against his father's wish that he become a doctor, and racing mostly out of his own pocket—even though he crashed a lot due to lack of proper equipment. But that never stopped Hunt from racing regularly by 1969.

He started out racing a Mini and moved up to Formula Ford, where one crash almost killed him and left his car at the bottom of a lake; he only survived because he could not afford a proper seatbelt. By the time he graduated to Formula 3

from Formula 2, he was getting much attention not only from his no-backing-out racing attitude, but also because of his erratic behavior, especially when he was under Hesketh Racing. Life with the team was all about endless parties, women, and the first-class life. Hunt became known for vomiting before races, having a 'Sex—Breakfast of Champions' patch on his racing suit, and urinating on the track.

With limited success in Formula 2, Hesketh Racing decided to move up to Formula 1 in 1973, and Hunt made his debut on the top tier of motorsports. The team was first criticized for only participating for the glamour and simply joyriding. But with two podium finishes that same season, including one at the United States Grand Prix—the team definitely had potential. The podium finishes continued in 1974. The next season, Hunt won the Dutch Grand Prix, beating Lauda in a Ferrari. Sadly, difficulty struck the team later that year and Hesketh Racing eventually folded.

In 1976, he transferred to McLaren and immediately won the drivers' title by just one point over Lauda. Winning became a bore after a while, however; his interest in racing started to dwindle, and he left McLaren after the 1978 season. He moved to Wolf Racing, and retired partway through the season after a string of unfortunate DNFs.

Still, he loved the sport, so he signed up to be an F1 commentator with the BBC alongside Murray Walker in 1979. His insights and unique humor gained him respect among the sport's audience. Over the next 13 years, the show went on until he suddenly died of a heart attack on June 15, 1993, just one day after proposing to his girlfriend.

James Hunt was a rock star in his own way. Winning even a single F1 championship is not an easy feat—it takes passion, and that, along with talent, was something he definitely had. He was one hell of a joker, but he was the best at what he chose to pursue. **W**



CAPTIVATES THE SENSES.
MOVES THE SOUL.



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COVER STORY



Driven, not stirred

We can't remember the last time we had a brand introduction this memorable. For this cover shoot, Aston Martin Manila sent us to Taiwan for a special encounter with fine British machines. We were escorted by beautiful Traffic Stopper and member of Aston Manila's marketing team Louie Karl Castillo; we ate

the most delicious dimsum; and best of all, with full permission, we got to drive an Aston in anger. Thanks to our gracious hosts, Aston Martin Taipei's Eric Lin and Fiona Chang, the fulfilling experience made this shoot one of the unforgettable ones. We're already excited to see Astons on Manila roads.

FEATURES



Up in the air pictorial

We've always been envious of our UK version's budget and its use of helicopters for shoots. But thanks to Astrid Calippe of the Philjets Group, we were able to photograph Lotus cars with a chopper. Lotus Cars Manila's Owee Cruz, Remi Velasco and Jessica Lim also provided invaluable help.



Playing with mud

Jaguar Land Rover Philippines' Marc Soong and Johnas Soriano made our dream of playing with a Range Rover in the mud come true. We also had a little help from the best off-road experts in the country—and maybe the world. Next time we'll bring a large dog to complete the outdoor look.

WE COULDN'T HAVE DONE IT WITHOUT...



British Embassy Manila

Now that British automotive brands are coming here, we look forward to more car activities with Ambassador Asif Ahmad.



Rolls-Royce Motor Cars Manila

It was a classy Traffic Stopper shoot befitting the most luxurious car in the world. We can still smell the RR leather.



Rolls-Royce Manila, again

For his Space Oddity section, Dinzo used the best British automobile he could think of. The pretty girls made it happen.



Passion for British roadsters

Boy De Leon, Rey Gamilla, Peter Smith and Ed Aguila keep their old British sports cars preserved by driving them. Right on.

YOU'VE READ ABOUT THE COOLEST CARS. TIME TO BUY, MAINTAIN OR MODIFY ONE

THE GARAGE



GO ANYWHERE

You can, with this Landy, which got the Bowler treatment **p97**



p98

WRONG CAR/RIGHT CAR



p100

USED CAR



p104

OLD SCHOOL



p112

THE WORKSHOP



Brit vs the world

WANT SOMETHING DIFFERENT? A BRITISH RIDE ALWAYS DOES THE TRICK **WORDS BY BOTCHI SANTOS**

This month's theme being British, we looked for a British WC/RC guest, or at least someone who is buying a British car.

What makes something British, then? Put simply, it has to be cool, refined and polished, yet ultimately cheeky, giving it a sense of fun and adventure. These are qualities we have long admired in British cinema (the modern interpretation of Sherlock Holmes), fashion (Paul Smith's pink striped shirts, anyone?), music (too many to list, it's frankly overwhelming), and of course, cars. Speaking of cinema, fashion, and cars, how can we forget James Bond? After all, he's the quintessential Brit and guys want to be him.

We didn't find any car-shopping Brits, unfortunately, but we did come upon a person who is considering British metal for his new-car purchase. Don Sanin has led a pretty interesting and adventurous life so far. Hailing from the province, he initially studied to become a nurse, but he realized it's not something he likes. He then became a freelance writer for a variety of online media outfits, tried living in Australia to find greener pastures (it wasn't his cup of tea, so he returned home),

'DON HAS LED AN INTERESTING LIFE, SO HIS CHOICE OF CAR WOULD BE INTERESTING'

and is now a business associate at UHS Essentials Philippines, the distributors of Usana Health Sciences, which produces a line of health supplements.

Given how adventurous and fascinating Don's life has been the past few years, his choice of car would be intriguing to see. So, on a busy Thursday, we head to the posh dealerships in Bonifacio Global City to help him check out the cars he has on his short list.



NAME
Don Sanin

OCCUPATION
Business associate

BUDGET
P2.5 million to P3.5 million

CURRENT RIDES
Toyota Vios (shared vehicle)

NEEDS
An impressive-looking car for Don's business, social and personal needs; engaging to drive, with a good balance between power and economy; bustling with the latest tech in multimedia as well as on-board computer diagnostics (so Don knows immediately if there's something amiss with the car)

THE PICKS



MINI COOPER

Price: P2,200,000 (Hatch)
Power: 134hp @ 4,400rpm
Torque: 220Nm @ 1,250rpm

Our first stop is the Mini dealership—always a nice lively place to visit. Apparently, Don has been here a couple of times to inspect the British brand's lineup. The third-generation Mini Cooper is bigger, bolder and, thankfully, more user-friendly than before, with a choice of three- or four-cylinder turbocharged engines depending on the variant. And because this is Mini we're talking about, there are many individual options and customization programs that can really break the piggybank!

PROS:

- iconic and timeless silhouette
- modern and cozy interior
- infinitely customizable

CONS:

- expensive for a small car
- tight rear seats
- almost-nonexistent cargo shelf

COMPATIBILITY RATING



VOLKSWAGEN BEETLE

Price: P1,590,000 (1.2 MT)
Power: 104hp @ 4,500rpm
Torque: 175Nm @ 1,400rpm

A few months back, we pitted the Mini Cooper against the Beetle, and the VW came out ahead by the narrowest of margins. We praised it then for its newfound solidity, heft, sense of purpose, and surprisingly good driving dynamics—all this despite the Mini being the real performer. Ultimately, the Beetle won because it was the more well-rounded car. Don, however, is looking for something more specific, more focused and more brash. Will the Beetle lose out to the Mini's charms this time?

PROS:

- also easily recognizable
- improved powertrain
- bigger cargo space

CONS:

- cramped backseat
- lacks an outgoing nature
- transmission can be jerky

COMPATIBILITY RATING



AUDI A3

Price: P2,790,000 (1.8 TFSI)
Power: 180hp @ 5,100-6,200rpm
Torque: 320Nm @ 1,250rpm

A short skip and hop away from the Volkswagen BGC showroom is the Audi dealership. The A3 has won numerous international awards for design, safety and engineering, and it's hard not to fall in love with its sleek silhouette and impressive tech. The combo of the turbopetrol mill and dual-clutch transmission offers impressive efficiency and power, and there's also a 2.0-liter turbodiesel available. Don likes this Audi, but finds it too serious, mature, and understated for his personality.

PROS:

- truly premium-feeling
- amazing transmission
- classy looks

CONS:

- lacks distinction
- too understated
- not enough bling

COMPATIBILITY RATING



TOYOTA FJ CRUISER

Price: P1,798,000
Power: 268hp @ 5,600rpm
Torque: 380Nm @ 4,400rpm

While the FJ Cruiser isn't exactly a small, cute car, it's an icon with a rich, legendary history. The original plan is to look at the Toyota 86, but because we're using my personal FJ Cruiser as transport for the photo shoot, Don's curiosity is piqued. And because he visits his folks regularly in Nueva Ecija, a big, burly SUV is also an attractive option. The FJ Cruiser is becoming Toyota's most popular model in its local lineup, but is it special enough to compete with the likes of the Mini, the Beetle and the A3?

PROS:

- cheapest of the four
- unique styling
- go-anywhere ability

CONS:

- mass-market image
- difficult to fit in Don's carport
- huge for city use

COMPATIBILITY RATING



VERDICT: DON SAYS

The Mini is my pick! It's got what I'm looking for. There's real personality in the car, the customization program can really make it unique, it drives like a dream, it has all the tech and gadgets I want, and it's very safe thanks to a load of safety aids. The size is also just right for me given my sometimes unpredictable route and the tight carport at home. And despite the modest three-cylinder turbocharged engine, performance and fuel efficiency are both impressive. It's not the fastest car, but it suits my driving style perfectly.

VERDICT: BOTCHI SAYS

As a toy/play/project/feel-good car, the Mini is hard to beat. It's a real go-kart on a nice winding road. So, Don's final choice is pretty good. But for me, the most ideal car that has the best balance of pedigree, practicality and performance is the VW Golf GTI, which Don also looked at. In typical German fashion, it's quite understated, but you have to be a real car guy to see beyond the exterior and realize what it is you're paying for. My second choice is the Audi A3—it shares many architectural parts with the Golf, but it's also available with a diesel option.



2006-2014 Mini Cooper S

→ **PRICE NEW:** P2,300,000
PRICE NOW: P1,600,000

🔧 **ENGINE:** 1.6-liter turbo I4 gasoline ⚙️ **GEARBOX:** 6-speed manual or auto ⚡️ **POWER:** 184hp @ 6,000rpm
 → **TORQUE:** 260Nm @ 1,600rpm 🏡 **ECONOMY:** 6-8km/L (city) → 14-16 km/L (highway)

History

It's easy to become cynical about retro-styled lifestyle vehicles, which are often nothing more than ordinary cars under pretty sheet metal. Thankfully, when BMW reinvented the Mini brand way back in 2000, it produced a car that was both stylish and fantastic to drive.

Demand was so great for the hatchback that importers made good business bringing it in, until Mini officially opened its doors here in 2010, offering a fuller lineup of cars and services than any gray market importer could.

But while few other cars offer as much driving fun as the Mini Hatch, there are a number of things to consider when buying one secondhand.

Value and costs

If you're looking for secondhand bargains, good luck. Minis are typically in high demand, keeping the resale value

on the high side. First-generation gray-market supercharged units can be found for under P1 million, but second-generation turbocharged R56 cars go for P1.3 million to P1.6 million. Don't turn your nose up at regular Coopers—the naturally aspirated port-injection motors cost less to run, and manual variants are massive fun. The much cheaper Mini One was also sold here for a time, but those are rare as hen's teeth.

Don't be afraid of newer units with higher mileage. The direct-injection engine in the R56 needs to be driven regularly (and occasionally spiritedly) to prevent carbon buildup and pump fouling. This is something you will also want to do after you've bought the car!

Exterior and interior

The modern Mini design language hasn't been updated much since its debut in 2000. The floating roof, the



The JCW is a great drive, but don't ignore the practical variants. They're fun, too

cheery headlights, the clamshell hood and the bubbly fender flares echo the looks of the old Morris Mini. Second-gen R56s have a longer nose than the original, and a cleaner lower grille. The intercooler slot on the hood is merely cosmetic; the intercooler is behind the bumper, not on top of the engine as in the older car.

The interior is retro-cute, filled with circular gauges and design cues. The gigantic center-mounted speedometer lets everyone know how fast you're going, and mood lighting in the doors brightens the interior at night. The switchgear will confuse the uninitiated—door locks and windows are all controlled via chrome dip switches in the center console.

Standard fabric seats give good lateral and thigh support for track work, and are comfortable for commuting. The rear seat, on the other hand, lacks decent leg- and elbow room. For those who might actually need to use the rear bench, the Clubman variant is a more realistic prop-

We wanted to go with the most iconic shape, so we went with this particular model





IN DETAIL

1

RUN-FLATTER

If your secondhand Mini no longer has the original run-flats, good.

2

S FOR SUPER

Later turbocharged cars like this packed over 180hp under the hood.

3

TIGHT FIT

Comfortable for two, the Mini Hatchback is a tight fit for four.

4

CAPITAL IDEA

The white roof keeps the car cooler during the day. A godsend.

5

CRACKLE

The rorty exhaust note and backfire of the Cooper S entertains.

6

SHELL GAME

Scoop is cosmetic only. The intercooler sits behind the bumper.



We can't get enough of cool personal touches like this Union Jack mirror



MORE INFO

Rivals

Peugeot 208 GTi, Volkswagen Beetle

On sale

2006-2014

Best resource

www.theminiforum.co.uk

Parts

Oil filter: P1,200/ piece (OE)

Air Filter: P1,500/ piece (OE)

Ball joint: P5,500/ per side (OE)

Front Brake pads: P9,600/set

*Prices indicative of range

Top contact

British United Automobiles

QUICK FACT

The original Mini was a rally legend, winning the prestigious Monte Carlo Rally thrice in the '60s. The modern Mini ALL4 team has won the even more rigorous Dakar rally four times.

osition because of its longer wheelbase and added space.

Engine

The R56 used a direct-injection turbocharged motor shared between BMW and Peugeot (which uses it in the 208 GTi and the RC-Z). This produces up to 208hp in John Cooper Works variants. The engine is mated to either a six-speed manual or a six-speed automatic, both of which put power to the ground through a standard limited-slip differential.

When test-driving older year models, check the oil and listen for that distinctive timing-chain rattle that signals the previous owner has driven the car a bit too long on low oil pressure. For manual transmissions, also check for vibrations that may signal a need to change the (somewhat) pricey dual-mass flywheel. Automatics require regular fluid changes, so ask for service records if the car has more than 40,000km on it.

Driving impressions

Anyone who says "front-wheel drive sucks" has never driven a Mini in anger. The short wheelbase and light weight mean effortless direction changes, with a sprinkling of lift-off oversteer if you're so inclined. While not as tactile as the

steering in the first-gen car, the R56's electric power steering is one of the best out there, with a rack-mounted electric motor allowing a lot of feedback through the wheel.

Cooper S variants come with Sports mode, stiffer suspensions and bigger 17-inch wheels, making for better handling on the racetrack at the expense of some ride comfort. JCW models dial things up to hardcore, but often struggle to put that extra power down to the ground. Many owners replace the standard run-flats with regular tires to smooth out the ride. While there are kits to mount a spare tire under the body, these can't be mounted to the turbocharged cars due to the center-exit exhaust. Which means you'll need a can of fix-a-flat and a compressor in the trunk for emergencies.

Verdict

The original Morris Mini was an icon, and the new Mini hatchback lives up to its reputation. These little cars are pricey, but they provide an immediacy and urgency at the wheel absent from most cars nowadays. And thanks to their fuel economy and small footprint, you don't have to feel guilty about giving them the beans every now and then, either. **7.5**

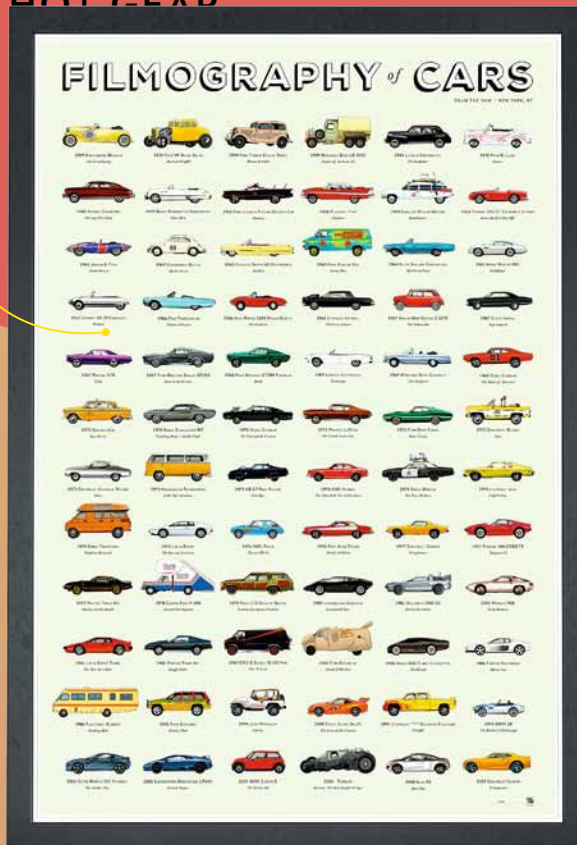
THE GARAGE



FILMOGRAPHY OF CARS POSTER P2,570 (est.)

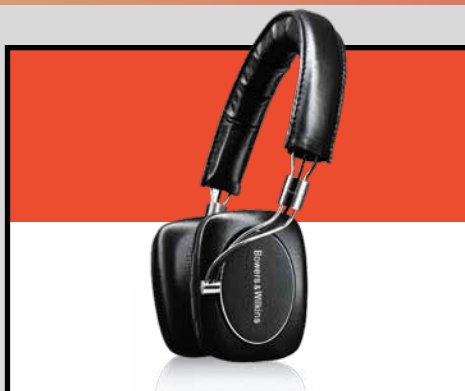
✓ Bueller's Ferrari, Batmobiles, Shaguars, mobile meth labs—if they've been on your TV screen, they'll be on this poster. The artist has picked 72 star cars from 1929 to the current day, drawn each one by hand and gathered them together in one simple poster. Some are famous for their performances, others for performers who drove them. These are Hollywood's finest props, and they deserve a permanent place on your wall. www.calmtheham.com

HOT GEAR



PAUL SMITH 531 CYCLING HOODIE P15,750 (est.)

This merino wool, windproof hoodie comes from Savile Row stripe-enthusiast Paul Smith's dedicated cycling collection. www.paulsmith.co.uk



BOWERS & WILKINS P5 WIRELESS P18,000 (est.)

It's P5 Series 2's clone! Also has padded headband, leather ear pads, and aluminum frame. Only this time, it's wireless. **Bowers & Wilkins Manila**



DYSON AM07 TOWER FAN P29,500

No more dust-collecting grille and blades for this stylish air multiplier. Just bite your fist when the salesman swipes your card. **Dyson, Century Mall**



BODUM ASSAM TEAPOT STRAINER P2,800 (est.)

This stainless teapot has a plunger that will lock tea leaves in the bottom after brewing for future cuppa use. Make James May proud. www.bodum.com

AFTERMARKET



EBC BRAKE STARTS AT P3,000 RHINO-RACK STARTS AT P2,685

Minis and Land Rover Defenders have always had a good following here, but aftermarket goodies for them aren't that easy to find. Owners are usually left to source parts themselves, paying close to an arm and a leg for shipping on a lone component. With the popularity of both British brands increasing in the past few years, however, more parts and accessories have started to become more accessible in the country.

EBC, for instance, is a British brakes manufacturer with origins in motorsports. It makes brake pads and rotors not only for British-made vehicles, but also for a variety of other marques. EBC's lineup is distributed locally by Fil-Ichiban Performance Parts, and it's so comprehensive that the website also lists applications for mountain bikes, motorcycles, go-karts, and commercial vehicles.

Rhino-Rack is another brand that offers high-quality accessories for Minis and Land Rovers. Established in 1992 in Australia, it caters to athletes, outdoorsmen and traders who need racks and carriers to transport their bikes, kayaks, goods and other such items. Prices start at P2,685 for 'The Claw' bed-mount bike carrier. The complete Rhino-Rack lineup is available at Outdoors Club Greenhills (G/F BDO Building, Roosevelt Street corner Ortigas Avenue, San Juan City).

AVAILABLE AT www.ebcbrakes.com and Outdoors Club Greenhills, San Juan City

BEST TIME



BREITLING FOR BENTLEY P682,300 (est.)

Such detail and movement (automatic, by the way) on the face of this sports watch. Fit for royalty. www.breitlingforbentley.com



JUNGHANS MAX BILL CHRONOSCOPE P106,060 (est.)

Its beauty lies in its unfussy simplicity. A lesson in minimalism. www.junghans.de

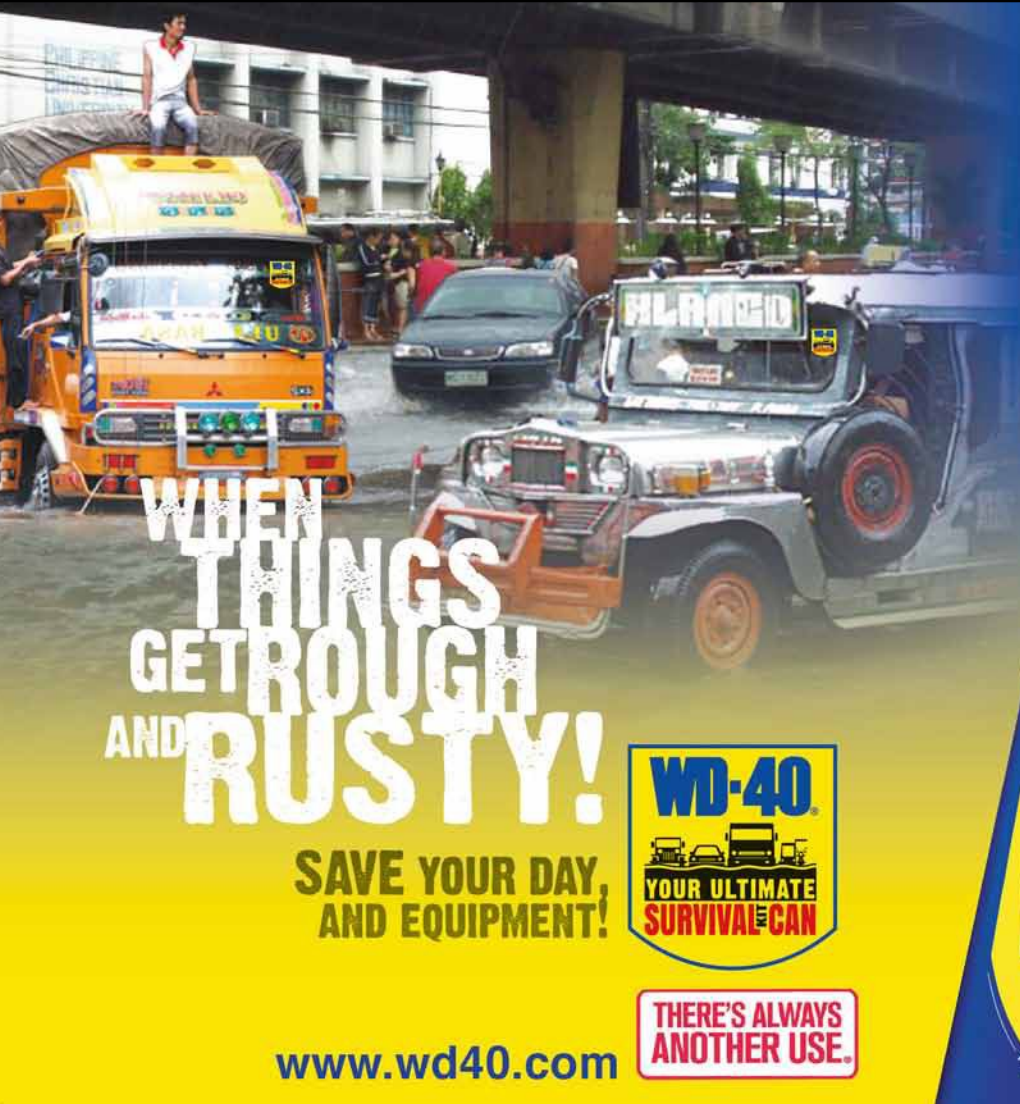
ZENITH EL PRIMERO CHRONOMASTER 1969 TOUR AUTO EDITION P530,100 (est.)

When it appeared in 1969, after seven years in the making, the El Primero caused a commotion in the watch world. It was the first wristwatch with an automatic chronograph movement. This one is a special edition created for the Tour Auto, a 2,575km blast through the French countryside, which explains the tongue-twisty name and slightly loud tricolor paintjob. www.zenith-watches.com



BRAUN BN0042 P7,800 (est.)

A square-faced classic from the makers of electric shavers and other body-grooming devices. www.braun-clocks.com



WHEN
THINGS
GET ROUGH
AND
RUSTY!

SAVE YOUR DAY,
AND EQUIPMENT!



THERE'S ALWAYS
ANOTHER USE.

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1993 MINI COOPER

Must be Mini love

WHATEVER YOU NEED, THIS CAR WON'T FAIL TO DELIVER

WORDS BY CUTHBERT GO PHOTOGRAPHY BY IAN MAGBANUA



B

eing both a British classic and an icon, the Mini Cooper has quite a fan base all over the world.

It's just one of those cars that enthusiasts enjoy. And what's not to like about it? Designed in response to the Suez oil crisis of the late '50s, it was for families who wanted to have a fuel-efficient transport during the week, and a means to go on picnics during weekends. Not to mention it was damn easy to park. Everything about it was practical and made sense to people back then.

The car appealed to people from all walks of life. Celebrities owned Minis. So did the working class. Girls adored the cute little ride. Some owners even passed on their cars from generation to generation like heirlooms.

The fine British Racing Green example you see here belongs to architect



THESE BANANA-STYLE WHEELS DO THE JOB NICELY



WE CAN'T GET ENOUGH OF THE CLASSIC MINI

PJ Miranda. He has owned it for over five years now. As a collector and restorer of classics—we've featured his pristine Isuzu Gemini not too long ago, and have plans to meet the other cars in his growing collection—PJ took his time hunting for this 1993 Mini Cooper. The car did come with a few bugs, but with his experience with working on a myriad of old makes and models, the problems were easily resolved.

If you have plans of driving or restoring an older car, be prepared to do a little work on them before going on that epic road trip. Do all of the repairs correctly and with the proper parts, and you will have a car that is pretty reliable. Just avoid doing any shortcuts and things will be fine.

This Mini was from the pre-BMW era, but it already came with some handy modern amenities. There's an OEM air-conditioning unit, and wind-up windows instead of sliding ones. The seat fabric was from



THE FINISH LOOKS RIGHT AT HOME IN A CAR SUCH AS THIS



‘PJ LOVES HIS MINI BECAUSE HE CAN USE IT JUST LIKE IN THOSE VINTAGE ADVERTISEMENTS’

the '90s, but still faithful to the original that was available in much older Minis. Even the steering wheel boasts the trademark awkward truck-like position, giving the driver more knee room to operate the pedals. The interior is still very fresh even though the car is regularly used.

Under the hood, it's all form over function, with a cramped 1.3-liter fuel-injected engine lying on a transverse gearbox. The setup gives the car more interior room despite its puny size—you'd be surprised how roomy it feels inside. As for fuel efficiency, this Mini can keep up with some of the new compact cars we have today. It's still living up to why it was built all those decades ago. It can do all that is asked of it.

PJ notes that when going for classic cars, it's better to wait for a unit in good condition rather than having to do end-



A CLOSER LOOK AT THE RAINDROPS. IT'S A BRITISH SUMMER

less parts-hunting and repairs. He also made sure this Mini is an original left-hand-drive unit and not a converted one before making the purchase. And he actually made a good bargain for it. "I've been restoring my own cars, and I just wanted a well-maintained purchase for a change," he shares. "Once the bugs were out, it was ready to drive!"

Owning and maintaining a good unit like his does not take much. Just do the regular oil changes and tuneups, and everything will just work fine. On the street drive it as it's meant to be driven—carefully and not too hard. Even the very unique rubber suspension, known as the 'siopao' among local Mini fans, on this one has not been changed or modified under PJ's ownership.

"This Mini has been driven to and on the track," PJ recalls. We can't help

but be pleased that his car is pushed harder while on the track. He adds that his family once loaded it with picnic gear for a weekend event. "I was with my wife and kids driving up north, and I noticed that even with load, the car could still keep pace with other vehicles on the highway." What's more, it could overtake other two-door classic sports cars with bigger engines on the track. The secret: go-kart handling that allowed PJ to attack corners with ease and exit at full throttle. And at the end of all that action, he still managed to drive home without any problems.

PJ loves his Mini because he can use it just like in those vintage adverts showing the car doing a whole bunch of things. "It's fun to drive!" he shares. "Every enthusiast should experience the Mini at least once in his life. You won't regret it!"



ROLLS-ROYCE GHOST



THE BIG TIME

THIS IS THE ULTIMATE STATEMENT THAT YOU'VE ARRIVED

The Rolls-Royce Ghost may be the smaller of the brand's sedans, but it's still very much a land yacht. There's no ignoring its massive size, yet its smooth lines and imperial stature convert its heft into elegance and presence. Inside, the cabin has enough luxury, gadgets and space to satisfy any rational human being. Sitting in the backseat, surrounded by buttery leather and acres of legroom, you feel like you've conquered the world. The smooth ride will make sure your champagne doesn't spill, and your scones remain intact—although it helps to have a sexy assistant to hold them. There's still nothing like a Rolls-Royce.

'THERE'S ENOUGH LUXURY AND SPACE TO SATISFY ANYONE'



'COACH DOORS' ENSURE EASY EXITING. LITTLE LUXURIES CAN BE QUICKLY HIDDEN



SOME ASTI SPUMANTE, BISCUITS AND LOTS OF ROOM FOR LEGS HELP EASE TRAFFIC STRESS



ODDITY METER

The Rolls-Royce Ghost's large size creates presence, and allows for unmatched levels of space and luxury. This is the pinnacle of land travel.

CRAMPED SPACIOUS



FOR SEVERE HEADACHE.

*Paracetamol
Propyphenazone
Caffeine*

Saridon®



Creative visualization of headache. If symptoms persist consult your doctor.

ASC Ref no: B037P070215S



ALUMINUM NOW

BRITISH CARMAKERS WERE AMONG THE FIRST TO EMBRACE ALUMINUM. NOW, THE AMERICANS USE IT IN PICKUPS

WORDS BY **FERMAN LAO**

The biggest automotive news coming into 2015 was the debut of the all-new Ford F-150 at the North American International Auto Show. The F-150, if you don't know yet, is the bestselling pickup in the United States—and the bestselling vehicle in that country for over 30 years running.

But that's just the icing on the cake. More important, the latest F-150 signals the start of the large-scale, mass-production automotive application of a material once reserved only for military hardware, space rockets, and supercars. If what comes to your mind is aluminum, then you're a true-blue *Top Gear* fan.

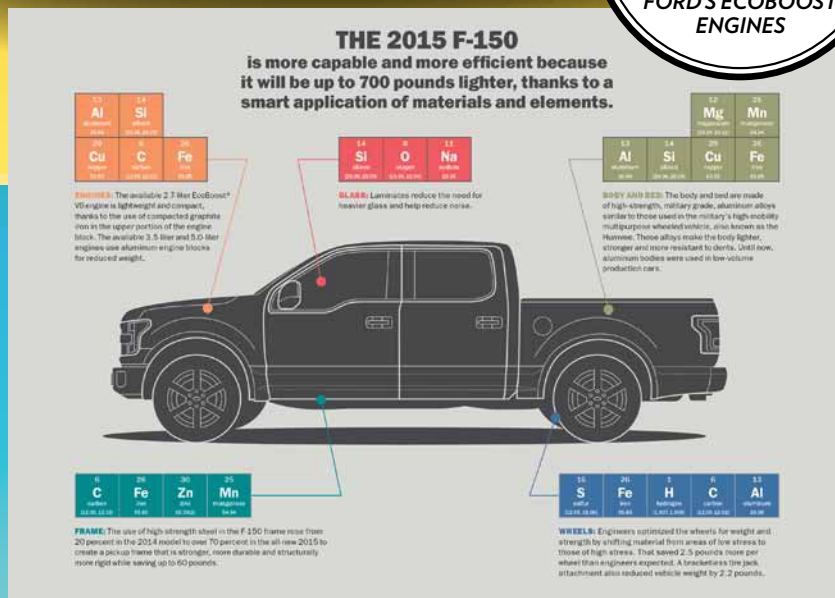
Yes, aluminum—the same stuff soda cans are made of, except in quantities and forms that are more suitable for use in cars. It's much lighter than steel, and taking equivalent masses of both, there's more aluminum per kilogram. Shaped and alloyed properly, it gives a very high strength-to-weight ratio that outperforms steel. It has better corrosion resistance, too.

On the F-150, the use of aluminum instead of steel for the construction of the body has saved almost 320kg, or

FITTED ON...



- 1 **ASTON MARTIN VANQUISH**
- 2 **FERRARI 458 ITALIA**
- 3 **LOTUS ELISE**



approximately 15% of the new vehicle's weight. Considering the truck's heft, that's quite significant. A modern supermini weighs around 900kg. Imagine how much lighter—not to mention faster and more fuel-efficient—such a car would be if its body were made entirely of aluminum. Weight, as we all know, is the enemy of efficiency.

Of course, the Ford truck isn't the first vehicle to use aluminum in its construction. That title was given out over 100 years ago to an aluminum-bodied sports car exhibited at the Berlin Motor Show in 1899. The F-150 is not even the first mass-production car whose

body is made entirely of aluminum—bragging rights for that go to the Honda NSX, introduced a quarter of a century ago. Audi then took the first 'aluminum-bodied passenger sedan' title with the A8.

Still, what Ford has done is more significant. It represents the first step in the use of lightweight materials on a large scale, for the purpose of achieving better fuel economy. Other car manufacturers are sure to follow suit. How soon? GM is rumored to have an equivalent truck coming out in 2018. Better start saving those soda cans, kids—they're going to become a different kind of precious metal soon enough. [72](#)



WIN AGAINST GUNK AND CORROSION

Shell V-Power Nitro+ Premium Performance Fuels are formulated with a powerful cleaning agent designed to prevent and remove performance-robbing engine deposits that cause gunk and corrosion.

Gas up today with Shell V-Power Nitro+

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2014 LAND ROVER DEFENDER 90

TOUGH ENOUGH

THE DEFENDER CAN GO ANYWHERE, ESPECIALLY WHEN IN BOWLER FORM

The Land Rover Defender is not for everyone. Like a wild beast, it needs to be tamed and trained. In stock guise, the suspension is already too stiff for most people. The clutch is harder than what you're probably used to. But this is a true 4x4—one of the few remaining examples of its kind.

When Tito Arbatin purchased his 2014-model Defender 90, he knew what he wanted out of it. Instead of taming the beast, he trained and made it into something more beautiful, fully maximizing its potential. He needed a vehicle that could fill his insatiable desire for exploring and, at the same time, be comfortable enough for use in the concrete jungle.

He got in touch with Bowler Motorsport to get the parts needed for the build. For those who are not familiar with Bowler, it's a UK-based company that specializes in the production of

racing and high-performance all-terrain vehicles that can tackle the toughest landscapes in the planet.

The goal was to make Tito's Defender suitable for road use, but also capable of outperforming normal 4x4 vehicles off-road. The first step was to install the Road package kit, composed of exterior bits like aluminum bumpers, side sills and a steering guard. The suspension that came with the package were custom Bilstein dampers and springs able to withstand the worst

terrain nature has to offer. The ride was greatly stiffened, making the handling much more composed.

The exterior was made to look exactly like that of a Bowler Defender Challenge 90 with matching decals. Aftermarket LED lights were also added to improve visibility. To complete the look, Tito installed Bowler lightweight 18-inch rims that are awesome to look at and functional at the same time.

As for the engine, it was upgraded to output 185hp and 515Nm. This was all done here through what Bowler calls 'remote tuning.' "My car was used as the guinea pig for remote tuning because normally, all engine tuning is done by Bowler in-house," Tito says. "Yes, you can purchase the kit and install it yourself, but tuning has never been done outside Bowler." An empty chip was sent here, and Tito and his guys at Project Arrow 4x4 Outfitters had to coordinate directly with Bowler to complete the 'Stage 2' tuning, finally making the ECU upgrade complete.

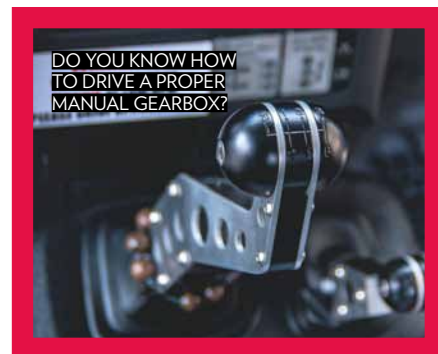
The interior went through an au-



IT'S A GENUINE BOWLER KIT ALL THROUGHOUT



EVERY MOD HAS A PURPOSE. NOTHING IS JUST FOR LOOKS



DO YOU KNOW HOW TO DRIVE A PROPER MANUAL GEARBOX?



THE MODIFICATIONS

ENGINE

Bowler Stage 2 engine tune; Bowler straight exhaust system
Suspension: Bowler suspension system (custom Bilstein dampers and springs; ARB bushes and steering damper); Bowler 18-inch rims

EXTERIOR

Bowler front bumper, steering guard, towing eyes, and sill protectors; PIAA LED foglamps; LED headlights, turn signals, brake light, and rear foglamp

INTERIOR

Recaro leather race seats; Bowler MOMO steering wheel; Bowler short-throw gear levers

thentic Bowler makeover as well, with the steering wheel and shift levers swapped out in favor of Bowler-spec items. The seats are currently leather Recaro race seats while Tito waits for Bowler seats with racing harnesses to become available.

Though this Defender is a work in progress, it has been tested in various locations around the country. "I am a bird photographer, and my hobby takes me to a lot of remote places where there are no roads. The overall theme for my Bowler is to have something I could use for my adventures. It's not easy carrying over 20 kilos of equipment on my back everywhere I go," explains Tito. "So, my Bowler is a mix of both my worlds. If I fully convert it to the Bowler Challenge specs, I won't be able to use it on normal roads. And besides, no one here in the Philippines organizes races in that (Dakar/Dirt Race) category."

"I built it the way I like it," he continues. "I use it the way it was designed to be used. What's the point of getting an all-terrain vehicle otherwise?"



THIS DEFENDER 90 COMPETES IN FAST RALLYCROSS STAGES

THE GARAGE



IMPORTANT THINGS TO CHECK

- While you're down there, check for fluid leaks in your dampers. Who knows? They may need to be replaced as well.
- When removing and reinstalling the nuts and bolts, spray them with penetrating oil and water-displacing spray. These should ensure they go in and out smoothly into the grooves.
- Check for worn-out bushings and CV joints as well as engine and transmission leaks. At least you'll know what to fix next time around.

EXTRA TIPS

- Do your research when choosing the ideal lowering spring for your needs.
- Companies who charge more have done their research regarding the compatibility of their products with the car's existing dampers. It's best to invest in the right set now than to be disappointed later.

THE WORKSHOP



THE GEAR

- WORKSHOP GLOVES
- JACK
- JACK STANDS
- CROSS WRENCH
- SOCKETS
- SOCKET WRENCH
- MALLET
- SPRING COMPRESSOR

Dropping it low

THIS IS THE CORRECT WAY TO ACHIEVE THE STANCE THAT YOU ARE LOOKING FOR. SAY NO TO THOSE DANGEROUS SHORTCUTS

Next to changing wheels, lowering your car is the easiest way to dramatically alter its looks. Here's the right way to go about it. Granted, Philippine roads aren't exactly lowered-vehicle-friendly, but lowering one's car is a sure-fire way of giving your ride that extra X-factor on the road. Next to installing ride-adjustable coilovers, using lowering springs is the best way to reduce your ride's unsightly fender gap. Plus, there's a lowering spring for your specific needs.

DIFFICULTY LEVEL

- THIS INVOLVES MORE WORK THAN A BOLT-ON PROCEDURE. DO THIS WITH A CAPABLE ASSISTANT

TIME TO GET DOWN



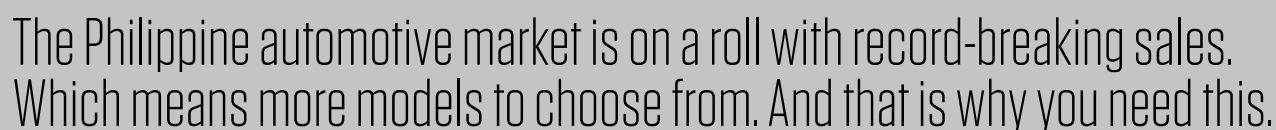
1 You want to reduce a fair bit of fender gap for a tighter look. Since cutting suspension springs will just lead to more underchassis and ride problems in the long run, lowering springs with the appropriate spring rates and a choice of ride height preferences are recommended.

2 Removing the wheels and jacking the car on stands will ensure a stable work place for this purpose. Use the correct socket sizes for the nuts from the wheels to the suspension arms and the shock mounts. And, of course, remember where each one goes.

3 When you've pulled out the damper and spring assemblies, mount them on a spring compressor to prevent the springs from flying out of their perches when you loosen the damper top hats. Safety is your first priority.

4 Once the springs have been removed from the dampers, it's time to install the new ones. Know which pair goes to the front and back, as well as top their tops and bottoms as the springs are specific to the ends they will mount to. Remember to tighten the top hat nuts to secure the springs.

New Car Guide



EXTERIOR DIMENSIONS
Ride comfort depends much on cabin space, and cabin space depends much on how big the vehicle is on the outside. So take note of length, width and height.

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VEHICLE / VARIANT	PRICE	ENGINE			DIMENSIONS				MISC.			
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
AUDI												
A1												
1.4 TFSI (3-DR)	P 1,850,000	1.4	G	DOHC 16V I4	120	200	3954	1740	1416	7DCT 5	FWD	FWD
1.4 SPORTBACK (5-DR)	P 1,950,000	1.4	G	DOHC 16V I4	120	200	3954	1740	1416	7DCT 5	FWD	FWD
A3												
TDI ATTRACTION	P 2,630,000	2.0	D	DOHC 16V I4	148	320	4292	1765	1423	7AT 5	FWD	FWD
TDI AMBITION	P 2,730,000	2.0	D	DOHC 16V I4	148	320	4292	1765	1423	7AT 5	FWD	FWD
TFSI S-TRONIC	P 2,790,000	1.8	G	DOHC 16V I4	177	250	4292	1765	1423	7AT 5	FWD	FWD
TFSI QUATTRO S-TRONIC	P 4,500,000	2.0	G	DOHC 16V I4	276	380	4292	1765	1423	7AT 5	AWD	AWD
A4												
1.8 TFSI MULTITRONIC	P 3,080,000	1.8	G	DOHC 16V I4	168	320	4701	1826	1427	CVT 5	FWD	FWD
1.8 TFSI MULTITRONIC	P 3,150,000	1.8	G	DOHC 16V I4	168	320	4701	1826	1427	CVT 5	FWD	FWD
2.0 TDI MULTITRONIC	P 3,190,000	2.0	D	DOHC 16V I4	143	320	4701	1826	1427	CVT 5	AWD	AWD
2.0 TDI MULTITRONIC	P 3,290,000	2.0	D	DOHC 16V I4	143	320	4701	1826	1427	CVT 5	AWD	AWD
A5												
3.2 FSI QUATTRO	P 4,700,000	3.2	G	DOHC 24V V6	258	330	4649	1860	1366	7DCT 5	AWD	AWD
RS5 4.2 FSI QUATTRO	P 7,300,000	4.2	G	DOHC 32V V8	444	430	4649	1860	1366	7DCT 5	AWD	AWD
A6												
2.0 TDI S-TRONIC	P 4,750,000	2.0	D	DOHC 16V I4	175	380	4915	1874	1455	CVT 5	AWD	AWD
3.0 TDI	P 5,550,000	3.0	D	DOHC 24V V6	242	500	4915	1874	1455	7DCT 5	AWD	AWD
A7												
3.0 TFSI	P 6,630,000	3.0	G	DOHC 24V V6	296	439	4969	1911	1420	7DCT 5	AWD	AWD
A8												
3.0 TDI QUATTRO	P 8,500,000	3.0	D	DOHC 24V V6	247	550	5267	1949	1471	8AT 5	AWD	AWD
3.0 TDI QUATTRO	P 9,300,000	3.0	D	DOHC 24V V6	247	550	5267	1949	1471	8AT 5	AWD	AWD
3.0 TDI QUATTRO 4STR	P 10,600,000	3.0	D	DOHC 24V V6	247	550	5267	1949	1471	8AT 4	AWD	AWD
Q3												
2.0 TDI	P 3,390,000	2.0	D	DOHC 16V I4	175	380	4385	1831	1590	7DCT 5	AWD	AWD
1.4 TFSI	P 2,990,000	1.4	G	DOHC 16V I4	147	340	4385	1831	1590	7DCT 5	AWD	AWD
Q5												
3.0 TFSI QUATTRO	P 4,230,000	2.0	G	DOHC 16V I4	208	350	4639	1880	1653	7DCT 5	AWD	AWD
3.0 TDI QUATTRO	P 4,430,000	2.0	D	DOHC 16V I4	175	380	4639	1880	1653	7DCT 5	AWD	AWD
Q7												
3.0 TDI QUATTRO S-LINE	P 7,150,000	3.0	D	DOHC 24V V6	237	500	5086	1983	1737	6AT 7	AWD	AWD
R8												
4.2 FSI QUATTRO	P 12,500,000	4.2	G	DOHC 32V V8	419	430	4431	1904	1249	7DCT 2	AWD	AWD
RS4												
4.2 FSI QUATTRO	P 8,500,000	4.2	G	DOHC 32V V8	444	430	4719	1826	1415	7DCT 5	AWD	AWD
BAIC												
X424												
X424	P 1,400,000	2.4	G	DOHC 16V I4	143	217	4350	1843	1834	SMT 4	4WD	4WD
A1												
A113 HATCHBACK	P 648,000	1.3	G	DOHC 16V I4	99	124	3998	1720	1503	SMT 5	FWD	FWD
A113 SEDAN	P 665,000	1.3	G	DOHC 16V I4	99	124	4310	1720	1500	SMT 5	FWD	FWD
A115 SEDAN	P 780,000	1.5	G	DOHC 16V I4	113	143	4310	1720	1500	4AT 5	FWD	FWD
A115 HATCHBACK	P 798,000	1.5	G	DOHC 16V I4	113	143	3998	1720	1503	4AT 5	FWD	FWD
MZ40												
LUXURY (7 STR)	P 488,000	1.2	G	DOHC 16V I4	86	108	4030	1636	1907	SMT 7	RWD	RWD
COMFORT (8 STR)	P 468,000	1.2	G	DOHC 16V I4	86	108	4030	1636	1907	SMT 8	RWD	RWD
COMFORT CARGO (2 STR)	P 468,000	1.2	G	DOHC 16V I4	86	108	4030	1636	1907	SMT 2	RWD	RWD
MZ45												
LUXURY (7 SEATER)	P 580,000	1.2	G	DOHC 16V I4	86	108	4495	1636	1912	SMT 7	RWD	RWD
LUXURY (8 SEATER)	P 598,000	1.2	G	DOHC 16V I4	86	108	4495	1636	1912	SMT 8	RWD	RWD
A523 (SENOVA)												
ELITE	P 2,389,000	2.3	G	DOHC 16V I4	250	258	4861	1820	1462	5AT 5	FWD	FWD
BMW												
1-SERIES												
116i ESSENTIAL	P 1,890,000	1.6	G	DOHC 16V I4	134	220	4324	1765	1421	8AT 5	RWD	RWD
116i PACKAGE	P 2,290,000	1.6	G	DOHC 16V I4	134	220	4324	1765	1421	8AT 5	RWD	RWD
118D URBAN/SPORT ESS	P 2,090,000	2.0	D	DOHC 16V I4	141	320	4324	1765	1421	8AT 5	RWD	RWD
118D URBAN/SPORT PCK	P 2,590,000	2.0	D	DOHC 16V I4	141	320	4324	1765	1421	8AT 5	RWD	RWD
M135i HATCH	PUR	3.0	G	DOHC 24V I6	431	550	4340	1765	1411	8AT 5	RWD	RWD
2-SERIES COUPE												
220i COUPE SPORT ESS	P 2,390,000	2.0	G	DOHC 16V I4	184	270	4432	1774	1418	8AT 5	RWD	RWD
220i COUPE SPORT PCK	P 2,990,000	2.0	G	DOHC 16V I4	184	270	4432	1774	1418	8AT 5	RWD	RWD
M235i COUPE	PUR	3.0	G	DOHC 24V I6	431	550	4454	1774	1408	8AT 4	RWD	RWD
2-SERIES ACTIVE TOURER												
218i ACTIVE TOURER ESS	P 2,290,000	1.5	G	DOHC 12V I3	134	220	4342	1800	1586	6AT 5	FWD	FWD
218i ACTIVE TOURER PCG	P 2,950,000	1.5	G	DOHC 12V I3	134	220	4342	1800	1586	6AT 5	FWD	FWD
3-SERIES												
318D ESSENTIAL	P 2,390,000	2.0	D	DOHC 16V I4	143	320	4624	1811	1429	8AT 5	RWD	RWD
318D PACKAGE	P 2,990,000	2.0	D	DOHC 16V I4	143	320	4624	1811	1429	8AT 5	RWD	RWD
320D LUXURY ESS	P 2,790,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT 5	RWD	RWD
320D MODERN ESS	P 2,790,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT 5	RWD	RWD
320D SPORT ESSENTIAL	P 2,790,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT 5	RWD	RWD
320D LUX/MOD/SPORT	P 5,550,000	2.0	D	DOHC 16V I4	184	380	4624	1811	1429	8AT 5	RWD	RWD
M3 SEDAN PURE	PUR	3.0	G	DOHC 24V I6	431	550	4671	1877	1424	6MT 5	RWD	RWD
M3 SEDAN	PUR	3.0	G	DOHC 24V I6	431	550	4671	1877	1424	7DCT 5	RWD	RWD
3-SERIES GT												
GT LUX/MOD/SPORT ESS	P 3,190,000	2.0	D	DOHC 16V I4	184	380	4824	1828	1508	8AT 5	RWD	RWD
GT LUX/MOD/SPORT PCK	P 3,990,000	2.0	D	DOHC 16V I4	184	380	4824	1828	1508	8AT 5	RWD	RWD
4-SERIES												
420D SPORT ESSENTIAL	P 3,190,000	2.0	D	DOHC 16V I4	184	380	4638	1825	1377	8AT 4	RWD	RWD
420D SPORT PACKAGE	P 3,990,000	2.0	D	DOHC 16V I4	184	380	4638	1825	1377	8AT 4	RWD	RWD
M4 COUPE PURE	PUR	3.0	G	DOHC 24V I6	431	550	4671	1870	1383	6MT 4	RWD	RWD
M4 COUPE	PUR	3.0	G	DOHC 24V I6	431	550	4671	1870	1383	7DCT 4	RWD	RWD
4-SERIES GRAN COUPE												
420D G.C. SPORT/LUX ESS	P 3,490,000	2.0	D	DOHC 16V I4	184	380	4638	1825	1389	8AT 4	RWD	RWD
420D G.C. SPORT/LUX PCK	P 4,290,000	2.0	D	DOHC 16V I4	184	380	4638	1825	1389	8AT 4	RWD	RWD
5-SERIES												
520D BUSINESS PACKAGE	P 4,190,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT 5	RWD	RWD
520D LUX/MOD PACKAGE	P 4,990,000	2.0	D	DOHC 16V I4	184	380	4899	1860	1464	8AT 5	RWD	RWD
530D LUXURY ESSENTIAL	P 4,990,000	3.0	D	DOHC 24V I6	242	540	4899	1860	1464	8AT 5	RWD	RWD
530D LUXURY PACKAGE	P 6,190,000	3.0	D	DOHC 24V I6	242	540	4899	1860	1464	8AT 5	RWD	RWD
5-SERIES GT												
520D GT LUX/MOD ESS	P 4,490,000	2.0	D	DOHC 16V I4	184	380	4998	1901	1559	8AT 5	RWD	RWD
520D GT LUX/MOD PCK	P 5,590,000	2.0	D	DOHC 16V I4	184	380	4998	1901	1559	8AT 5	RWD	RWD

*PUR: PRICE UPON REQUEST

VEHICLE / VARIANT		PRICE	ENGINE					DIMENSIONS			MISC.		
			Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
530D GT LUXURY/MODERN		P 5,790,000	3.0	D	DOHC 24V I6	258	560	4998	1901	1559	8AT	5	RWD
530D GT LUX/MOD PACK		P 7,190,000	3.0	D	DOHC 24V I6	258	560	4998	1901	1559	8AT	5	RWD
6-SERIES													
640i ESSENTIAL		P 6,790,000	3.0	G	DOHC 24V I6	320	450	5007	1894	1392	8AT	5	RWD
640i PACKAGE		P 8,390,000	3.0	G	DOHC 24V I6	320	450	5007	1894	1392	8AT	5	RWD
7-SERIES													
730Li ESSENTIAL		P 6,990,000	3.0	G	DOHC 24V I6	254	310	5212	1902	1478	8AT	4	RWD
730Li PACKAGE		P 8,690,000	3.0	G	DOHC 24V I6	254	310	5212	1902	1478	8AT	4	RWD
740Li ESSENTIAL		P 7,190,000	3.0	G	DOHC 24V I6	322	450	5212	1902	1478	8AT	4	RWD
740Li PACKAGE		P 8,890,000	3.0	G	DOHC 24V I6	322	450	5212	1902	1478	8AT	4	RWD
M-SERIES													
M135i HATCH		PUR	3.0	G	DOHC 24V I6	431	550	4340	1765	1411	8AT	5	RWD
M235i COUPE		PUR	3.0	G	DOHC 24V I6	431	550	4454	1774	1408	8AT	4	RWD
M3 SEDAN PURE		PUR	3.0	G	DOHC 24V I6	431	550	4671	1877	1424	6MT	5	RWD
M3 SEDAN		PUR	3.0	G	DOHC 24V I6	431	550	4671	1877	1424	7DCT	5	RWD
M4 COUPE PURE		PUR	3.0	G	DOHC 24V I6	431	550	4671	1870	1383	6MT	4	RWD
M4 COUPE		PUR	3.0	G	DOHC 24V I6	431	550	4671	1870	1383	7DCT	4	RWD
X1													
SDRIVE 18D ESSENTIAL		P 2,390,000	2.0	D	DOHC 16V I4	141	320	4454	1798	1545	6AT	5	RWD
SDRIVE 18D PACKAGE		P 2,990,000	2.0	D	DOHC 16V I4	141	320	4454	1798	1545	6AT	5	RWD
SDRIVE 18D XLINE/SPORT		P 3,490,000	2.0	D	DOHC 16V I4	141	320	4454	1798	1545	6AT	5	RWD
SDRIVE 18D M SPORT		P 3,690,000	2.0	D	DOHC 16V I4	141	320	4454	1798	1545	6AT	5	RWD
X3													
SDRIVE18D SE ESSENTIAL		P 2,990,000	2.0	D	DOHC 16V I4	150	360	4648	1884	1661	8AT	5	RWD
SDRIVE18D SE PACKAGE		P 3,690,000	2.0	D	DOHC 16V I4	150	360	4648	1884	1661	8AT	5	RWD
XDRIVE20D XLINE ESS		P 3,490,000	2.0	D	DOHC 16V I4	190	400	4648	1884	1661	8AT	5	AWD
XDRIVE20D XLINE PACK		P 4,290,000	2.0	D	DOHC 16V I4	190	400	4648	1884	1661	8AT	5	AWD
X4													
XDRIVE 20D ESSENTIAL		P 3,890,000	2.0	D	DOHC 16V I4	190	400	4671	1881	1624	8AT	5	AWD
XDRIVE 20D PACKAGE		P 4,790,000	2.0	D	DOHC 16V I4	190	400	4671	1881	1624	8AT	5	AWD
XDRIVE 30D ESSENTIAL		P 4,790,000	3.0	D	DOHC 24V I6	258	600	4671	1881	1624	8AT	5	AWD
XDRIVE 30D M SPORT		P 5,990,000	3.0	D	DOHC 24V I6	258	600	4671	1881	1624	8AT	5	AWD
X5													
XDRIVE 30D ESSENTIAL		P 5,190,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
XDRIVE 30D PACKAGE		P 6,490,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
XDRIVE 30D EXPERIENCE		P 6,990,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
XDRIVE 30D EXCELLENCE		P 6,990,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
XDRIVE 30D M SPORT		P 7,290,000	3.0	D	DOHC 24V I6	258	560	4877	1983	1690	8AT	5	AWD
X6													
XDRIVE 30D ESSENTIAL		P 5,990,000	3.0	D	DOHC 24V I6	242	540	4877	1983	1690	8AT	2+2	AWD
XDRIVE 30D PACKAGE		P 7,490,000	3.0	D	DOHC 24V I6	242	540	4877	1983	1690	8AT	2+2	AWD
Z4													
SDRIVE20i ESSENTIAL		P 3,390,000	2.0	G	DOHC 16V I4	184	270	4239	1790	1291	8AT	2	RWD
SDRIVE20i PACKAGE		P 4,190,000	2.0	G	DOHC 16V I4	184	270	4239	1790	1291	8AT	2	RWD
BYD													
F0													
1.0 GLX-i (MT)		P 548,000	1.0	G	DOHC 12V I3	67	90	3460	1618	1465	5MT	5	FWD
1.0 GL-i (AT)		P 628,000	1.0	G	DOHC 12V I3	67	90	3460	1618	1465	5AMT	5	FWD
F3													
1.5 (MT) FLEET/TAXI		P 698,000	1.5	G	SOHC 16V I4	107	145	4533	1705	1490	5MT	5	FWD
F5													
GS-i 1.5 TID DCT		P 1,288,000	1.3	G	DOHC 16V I4	152	240	4680	1765	1490	6AT	5	FWD
L3													
GL-i 1.5 MT		P 738,000	1.5	G	SOHC 16V I4	107	145	4568	1716	1480	5MT	5	FWD
GS-i 1.5 DCT		P 828,000	1.5	G	SOHC 16V I4	107	145	4568	1716	1480	6AT	5	FWD
QIN													
HYBRID		P 2,488,000	1.5	G	I4 + ELECTRIC	291	440	4740	1770	1480	6DCT	5	FWD
S6													
GS-i 2.0 MT		P 1,168,000	2.0	G	DOHC 16V I4	140	186	4810	1855	1680	5MT	5	FWD
GS-i 2.4 DCT		P 1,258,000	2.4	G	DOHC 16V I4	160	215	4810	1855	1680	4AT	5	FWD
CHEVROLET													
CAMARO													
CAMARO 2LT V6		PUR	3.6	G	DOHC 24V V6	400	377	4836	1918	1376	6AT	2+2	RWD
CAMARO 2SS V8		PUR	6.2	G	OHV 16V V8	323	455	4836	1918	1376	6AT	2+2	RWD
CAPTIVA													
2.4 LS 4X2		P 1,313,888	2.4	G	DOHC 16V I4	166	229	4673	1850	1756	6AT	7	FWD
2.0 LS 4X2		P 1,413,888	2.0	D	DOHC 16V I4	148	320	4635	1850	1720	6AT	7	FWD
COLORADO													
2.5 LT 4X2		P 1,148,888	2.5	D	DOHC 16V I4	163	380	5347	1789	1700	5MT	5	RWD
2.8 LTZ 4X4 (MT)		P 1,468,888	2.8	D	DOHC 16V I4	200	500	5347	1882	1781	5MT	5	4WD
2.8 LTZ 4X4 (AT)		P 1,538,888	2.8	D	DOHC 16V I4	200	500	5347	1882	1790	6AT	5	4WD
4X4 TRACKER EDITION		P 1,468,888	2.8	D	DOHC 16V I4	200	500	5347	1882	1790	5MT	5	4WD
4X4 TRACKER ED. (AT)		P 1,538,888	2.8	D	DOHC 16V I4	200	500	5347	1882	1790	6AT	5	4WD
4X4 TRACKER PRO (MT)		P 1,528,888	2.8	D	DOHC 16V I4	200	500	5347	1882	1790	5MT	5	4WD
4X4 TRACKER PRO (AT)		P 1,598,888	2.8	D	DOHC 16V I4	200	500	5347	1882	1790	6AT	5	4WD
CRUZE													
1.8 LT (MT)		P 858,888	1.8	G	DOHC 16V I4	139	176	4597	1788	1477	5MT	5	FWD
1.8 LS (AT)		P 963,888	1.8	G	DOHC 16V I4	139	176	4597	1788	1477	6AT	5	FWD
1.8 LT (AT)		P 1,103,888	1.8	G	DOHC 16V I4	139	176	4597	1788	1477	6AT	5	FWD
MALIBU													
2.4 LT		P 1,398,888	2.4	G	DOHC 16V I4	165	225	4864	1854	1463	6AT	5	FWD
2.4 LTZ		P 1,528,888	2.4	G	DOHC 16V I4	165	225	4864	1854	1463	6AT	5	FWD
ORLANDO													
1.8 LT		P 1,238,888	1.8	G	DOHC 16V I4	139	176	4652	1836	1633	6AT	7	FWD
SONIC													
1.4 LS SEDAN (MT)		P 718,888	1.4	G	DOHC 16V I4	99	130	4399	1735	1517	5MT	5	FWD
1.4 LS SEDAN (AT)		P 758,888	1.4	G	DOHC 16V I4	99	130	4399	1735	1517	6AT	5	FWD
1.4 LT SEDAN (MT)		P 748,888	1.4	G	DOHC 16V I4	99	130	4399	1735	1517	5MT	5	FWD
1.4 LT SEDAN (AT)		P 788,888	1.4	G	DOHC 16V I4	99	130	4399	1735	1517	6AT	5	FWD
1.4 LTZ HATCHBACK (MT)		P 788,888	1.4	G	DOHC 16V I4	99	130	4039	1735	1517	5MT	5	FWD
1.4 LTZ HATCHBACK (AT)		P 838,888	1.4	G	DOHC 16V I4	99	130	4039	1735	1517	6AT	5	FWD
SPARK													
1.0 L (MT)		P 548,888	1.0	G	DOHC 16V I4	67	93	3640	1597	1522	5MT	5	FWD
1.0 L (AT)		P 598,888	1.0	G	DOHC 16V I4	67	93	3640	1597	1522	4AT	5	FWD
1.2 LT		P 598,888	1.2	G	DOHC 16V I4	80	110	3640	1597	1522	5MT	5	FWD
SPIN													
1.3 LS (MT)		P 838,888	1.3	D	DOHC 16V I4	74	190	4620	1735	1644	5MT	7	FWD
1.5 LTZ (AT)		P 858,888	1.5	G	DOHC 16V I4	108	141	4620	1735	1644	6AT	7	FWD
1.3 LTZ (MT)		P 928,888	1.3	D	DOHC 16V I4	74	190	4620	1735	1644	5MT	7	FWD
SUBURBAN													
5.3 4X2		PUR	5.3	G	OHV 16V V8	321	454	5648	2009	1951	6AT	7	RWD
5.3 4X4		PUR	5.3	G	OHV 16V V8	321	454	5648	2009	1951	6AT	7	4WD

VEHICLE / VARIANT		PRICE	ENGINE				DIMENSIONS				MISC.	
			Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating
TAHOE												
5.3 4X2	PUR	5.3	G	OHV 16V V8	321	454	5131	2007	1953	6AT	7	RWD
TRAILBLAZER												
2.5 4X2 LT (MT)	P 1,298,000	2.5	D	DOHC 16V I4	163	380	4878	1902	1848	5MT	7	RWD
2.5 4X2 LTX (MT)	P 1,378,888	2.5	D	DOHC 16V I4	163	380	4878	1902	1848	5MT	7	RWD
2.8 4X2 L (AT)	P 1,398,888	2.8	D	DOHC 16V I4	200	500	4878	1902	1848	6AT	7	RWD
2.8 4X2 LT (AT)	P 1,488,888	2.8	D	DOHC 16V I4	200	500	4878	1902	1848	6AT	7	RWD
2.8 4X2 LTX (AT)	P 1,588,888	2.8	D	DOHC 16V I4	200	500	4878	1902	1848	6AT	7	RWD
2.8 4X4 LTZ (AT)	P 1,748,888	2.8	D	DOHC 16V I4	200	500	4878	1902	1848	6AT	7	4WD
2.8 4X4 LTZ SE (AT)	P 1,788,888	2.8	D	DOHC 16V I4	200	500	4878	1902	1848	6AT	7	4WD
CHRYSLER												
300C												
3.6 V6	PUR	3.6	G	DOHC 24V V6	292	340	5044	1902	1492	8AT	5	RWD
TOWN & COUNTRY												
3.6 V6 LIMITED	PUR	3.6	G	DOHC 24V V6	283	344	5218	1998	1818	6AT	7	FWD
DODGE												
CHALLENGER												
6.1 SRT8 V8	PUR	6.1	G	OHV 16V V8	470	637	5023	1923	1449	5AT	5	RWD
DURANGO												
3.6 CITADEL V6	P 3,280,000	3.6	G	DOHC 24V V6	290	352	5075	2172	1818	5AT	7	AWD
FERRARI												
CALIFORNIA												
CALIFORNIA T	PUR	3.9	G	DOHC V8	553	755	4569	1910	1320	7AT	2	RWD
458												
458 ITALIA	PUR	4.5	G	DOHC 32V V8	562	540	4527	1937	1213	7DCT 2		RWD
458 SPIDER	PUR	4.5	G	DOHC 32V V8	562	540	4527	1937	1211	7DCT 2		RWD
458 SPECIALE	PUR	4.5	G	DOHC 32V V8	597	540	4571	1951	1203	7DCT 2		RWD
458 ITALIA												
458 ITALIA	PUR	4.5	G	DOHC 32V V8	562	540	4527	1937	1213	7AT	2	RWD
458 SPIDER	PUR	4.5	G	DOHC 32V V8	562	540	4527	1937	1211	7AT	2	RWD
458 SPECIALE	PUR	4.5	G	DOHC V8	597	540	4571	1951	1203	7AT	2	RWD
488												
488 GTB	PUR	3.9	G	V8 TURBO	660	760	4568	1952	1213	7DCT 2		RWD
F12												
F12 BERLINETTA	PUR	6.3	G	DOHC 48V V12	730	690	4618	1942	1276	7AT	2	AWD
FF												
FF	PUR	6.3	G	DOHC 48V V12	651	683	4907	1953	1379	7AT	2+2	AWD
LA FERRARI												
LA FERRARI	PUR	6.3	G	V12+ELECTRIC	950	900	4702	1992	1116	7AT	2	AWD
FORD												
E-150												
CLUB WAGON	P 2,018,000	4.6	G	SOHC 16V V8	225	388	5504	2017	2085	4AT	7	RWD
ECOSPORT												
1.5 AMBIENTE (MT)	P 775,000	1.5	G	DOHC 16V I4	108	142	4245	1765	1708	5MT	5	FWD
1.5 TREND (MT)	P 835,000	1.5	G	DOHC 16V I4	108	142	4245	1765	1708	5MT	5	FWD
1.5 TREND (AT)	P 885,000	1.5	G	DOHC 16V I4	108	142	4245	1765	1708	6DCT 5		FWD
1.5 TITANIUM (AT)	P 985,000	1.5	G	DOHC 16V I4	108	142	4245	1765	1708	6DCT 5		FWD
ESCAPE												
1.6 SE ECOBOOST	P 1,490,000	1.6	G	ECOBOOST I4	178	240	4524	1839	1684	6AT	5	FWD
2.0 TITANIUM ECOBOOST	P 1,790,000	2.0	G	ECOBOOST I4	249	366	4524	1839	1684	6AT	5	AWD
EVEREST												
AMBIENTE 2.2 4X2 MT	P 1,339,000	2.2	D	DOHC 16V I4	158	385	4893	1862	1863	6MT	7	RWD
AMBIENTE 2.2 4X2 AT	P 1,399,000	2.2	D	DOHC 16V I4	158	385	4893	1862	1863	6AT	7	RWD
TREND 2.2 4X2 AT	P 1,539,000	2.2	D	DOHC 16V I4	158	385	4893	1862	1863	6AT	7	RWD
TITANIUM 2.2 4X2 AT	P 1,639,000	2.2	D	DOHC 16V I4	158	385	4893	1862	1863	6AT	7	RWD
TITANIUM 3.2 4X4 AT	P 1,899,000	3.2	D	DOHC 20V I5	197	470	4893	1862	1863	6AT	7	4WD
TITANIUM PREMIUM PCK	P 1,999,000	3.2	D	DOHC 20V I5	197	470	4893	1862	1863	6AT	7	4WD
EXPEDITION												
3.5 PLATINUM ECOBOOST	P 3,488,000	3.5	G	ECOBOOST V6	365	569	5621	2332	1989	6AT	8	4WD
EXPLORER												
2.0 4X2 ECOBOOST	P 2,445,000	2.0	G	ECOBOOST I4	240	366	5006	2291	1788	6AT	7	FWD
3.5 4X4 LIMITED	P 2,695,000	3.5	G	DOHC 24V V6	290	346	5006	2291	1788	6AT	7	AWD
3.5 4X4 ECOBOOST	P 2,799,000	3.5	G	ECOBOOST V6	365	475	5006	2291	1788	6AT	7	AWD
FIESTA												
1.0 ECOBOOST	P 898,000	1.0	G	DOHC 12V I3	123	170	3969	1722	1469	6DCT 5		FWD
1.5 AMBIENTE MT (4-DR)	P 698,000	1.5	G	DOHC 16V I4	110	140	4320	1722	1469	5MT	5	FWD
1.5 TREND MT (4-DR)	P 748,000	1.5	G	DOHC 16V I4	110	140	4320	1722	1469	5MT	5	FWD
1.5 AMBIENTE MT (5-DR)	P 698,000	1.5	G	DOHC 16V I4	110	140	3969	1722	1469	5MT	5	FWD
1.5 TREND MT (5-DR)	P 748,000	1.5	G	DOHC 16V I4	110	140	3969	1722	1469	5MT	5	FWD
1.5 TREND AT (4-DR)	P 798,000	1.5	G	DOHC 16V I4	110	140	4320	1722	1469	6DCT 5		FWD
1.5 TITANIUM AT (4-DR)	P 868,000	1.5	G	DOHC 16V I4	110	140	4320	1722	1469	6DCT 5		FWD
1.5 TREND AT (5-DR)	P 798,000	1.5	G	DOHC 16V I4	110	140	3969	1722	1469	6DCT 5		FWD
1.5 TITANIUM AT (5-DR)	P 868,000	1.5	G	DOHC 16V I4	110	140	3969	1722	1469	6DCT 5		FWD
1.0 ECOBOOST (5-DR)	P 898,000	1.0	G	ECOBOOST I3	123	170	3969	1722	1469	6DCT 5		FWD
FOCUS												
1.6 AMBIENTE MT (4-DR)	P 859,000	1.6	G	DOHC 16V I4	123	159	4534	1823	1484	5MT	5	FWD
1.6 AMBIENTE AT (4-DR)	P 939,000	1.6	G	DOHC 16V I4	123	159	4534	1823	1484	6AT	5	FWD
1.6 TREND (4-DR)	P 999,000	1.6	G	DOHC 16V I4	123	159	4534	1823	1484	6AT	5	FWD
1.6 AMBIENTE AT (5-DR)	P 939,000	1.6	G	DOHC 16V I4	123	159	4538	1823	1484	6AT	5	FWD
1.6 TREND AT (5-DR)	P 999,000	1.6	G	DOHC 16V I4	123	159	4538	1823	1484	6AT	5	FWD
2.0 TITANIUM+ (4-DR)	P 1,233,000	2.0	G	DOHC 16V I4	168	202	4534	1823	1484	6AT	5	FWD
2.0 SPORT (5-DR)	P 1,233,000	2.0	G	DOHC 16V I4	168	202	4358	1823	1484	6DCT 5		FWD
MUSTANG												
2.3 ECOBOOST PREMIUM	P 2,499,000	2.3	G	DOHC 16V I4	310	434	4784	1916	1381	6AT	4	RWD
V8 GT PREMIUM	P 2,999,000	5.0	G	DOHC 32V V8	435	542	4788	1877	1417	6AT	4	RWD
RANGER												
2.2 4X2 SINGLE CAB (MT)	P 769,000	2.2	D	DOHC 16V I4	118	285	5274	1703	1815	5MT	2	RWD
2.2 4X2 BASE (MT)	P 859,000	2.2	D	DOHC 16V I4	118	285	5351	1850	1815	5MT	5	RWD
2.2 4X2 LT (MT)	P 959,000	2.2	D	DOHC 16V I4	118	285	5351	1850	1815	5MT	5	RWD
2.2 4X2 XLT (MT)	P 1,099,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815	6MT	5	RWD
2.2 4X2 XLT (AT)	P 1,169,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815	6AT	5	RWD
2.2 4X4 XL (MT)	P 1,189,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815	6MT	5	4WD
2.2 WILDTRAK 4X2 (MT)	P 1,229,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815	6MT	5	RWD
2.2 WILDTRAK 4X2 (AT)	P 1,299,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815	6AT	5	RWD
2.2 WILDTRAK 4X4 (MT)	P 1,379,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815	6MT	5	4WD
2.2 WILDTRAK 4X4 (AT)	P 1,449,000	2.2	D	DOHC 16V I4	148	375	5359	1850	1815	6AT	5	4WD
3.2 WILDTRAK 4X4 (MT)	P 1,509,000	3.2	D	DOHC 20V I5	197	470	5359	1850	1815	6MT	5	4WD
3.2 WILDTRAK 4X4 (AT)	P 1,579,000	3.2	D	DOHC 20V I5	197	470	5359	1850	1815	6AT	5	4WD
FOTON												

VEHICLE / VARIANT		PRICE	ENGINE			DIMENSIONS				MISC.				
			Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout	
THUNDER														
4X2	P 898,000	2.8	D	DOHC 16V I4	161	360	5310	1880	1870	5MT	12	RWD		
4X4	P 1,118,000	2.8	D	DOHC 16V I4	161	360	5310	1880	1870	5MT	12	4WD		
STRIKE 4X2	P 998,000	2.8	D	DOHC 16V I4	161	360	5310	1880	1870	5MT	12	RWD		
IRONMAN 4X2	P 1,248,000	2.8	D	DOHC 16V I4	161	360	5604	1880	2134	5MT	12	RWD		
IRONMAN 4X4	P 1,468,000	2.8	D	DOHC 16V I4	161	360	5604	1880	2134	5MT	12	4WD		
TRANSVAN														
15 SEATER	P 920,000	2.8	D	DOHC 16V I4	94	225	5050	2030	1980	5MT	15	RWD		
VIEW														
TRAVELLER (15-SEATER)	P 1,299,000	2.8	D	DOHC 16V I4	128	280	5380	1920	2285	5MT	15	RWD		
TRAVELLER (18-SEATER)	P 1,329,000	2.8	D	DOHC 16V I4	128	280	5380	1920	2285	5MT	18	RWD		
GREAT WALL														
HAVAL H5														
LUXURY	P 1,150,000	2.0	D	DOHC 16V I4	147	310	4649	1810	1745	SAT	5	4WD		
ELITE (W/ SKYROOF)	P 1,240,000	2.0	D	DOHC 16V I4	147	310	4649	1810	1745	SAT	5	4WD		
HAVAL M2														
LUXURY	P 780,000	1.5	G	DOHC 16V I4	105	138	4011	1744	1735	SAT	5	FWD		
HAVAL M4														
LUXURY	P 740,000	1.5	G	DOHC 16V I4	105	138	3995	1728	1617	5MT	5	FWD		
WINGLE 5														
SINGLE CAB	P 810,000	2.5	D	DOHC 16V I4	107	300	5040	1800	1730	5MT	2	RWD		
DUAL CAB	P 825,000	2.5	D	DOHC 16V I4	107	300	5040	1800	1730	5MT	5	RWD		
4X2 LUXURY	P 925,000	2.5	D	DOHC 16V I4	107	300	5040	1800	1730	5MT	5	RWD		
4X4 LUXURY	P 1,025,000	2.5	D	DOHC 16V I4	107	300	5040	1800	1730	5MT	5	4WD		
HAIMA														
FREEMA														
1.6 GLX	P 749,000	1.6	G	DOHC 16V I4	120	158	4384	1718	1609	SMT	5	FWD		
1.8 SDX	P 879,000	1.8	G	DOHC 16V I4	122	160	4384	1718	1609	CVT	5	FWD		
FSTAR														
1.0 HUNDA DELUXE	P 489,000	1.0	G	SOHC 8V I4	61	85	3836	1566	1865	5MT	5	RWD		
1.2 TENDA DELUXE	P 529,000	1.2	G	SOHC 8V I4	91	112	3905	1566	1865	5MT	8	RWD		
1.2 PC	P 629,000	1.2	G	SOHC 8V I4	91	112	4533	1620	2065	5MT	14	RWD		
1.2.5 ELITE	P 599,000	1.2	G	SOHC 8V I4	91	117	4198	1666	1933	5MT	7	RWD		
HAIMA 1														
1.2 DELUXE (MT)	P 499,000	1.2	G	DOHC 16V I4	91	112	3662	1540	1502	5MT	5	FWD		
HAIMA 2														
1.3 GL STANDARD	P 599,000	1.3	G	DOHC 16V I4	92	126	3980	1695	1480	5MT	5	FWD		
1.3 GLS C-SPORT	P 699,000	1.3	G	DOHC 16V I4	92	126	3980	1695	1480	5MT	5	FWD		
1.5 SDX ASG	P 749,000	1.5	G	DOHC 16V I4	105	140	3980	1695	1480	CVT	5	FWD		
HAIMA 3														
1.6 GLS DELUXE	P 749,000	1.6	G	DOHC 16V I4	120	158	4535	1740	1480	SMT	5	FWD		
1.6 SDX DELUXE	P 849,000	1.6	G	DOHC 16V I4	120	158	4535	1740	1480	CVT	5	FWD		
HAIMA 7														
2.0 DELUXE (MT)	P 899,000	2.0	G	DOHC 16V I4	150	180	4421	1930	1740	5MT	5	FWD		
2.0 DELUXE (AT)	P 999,000	2.0	G	DOHC 16V I4	150	180	4421	1930	1740	CVT	5	FWD		
HAIMA M3														
1.5 COMFORT	P 699,000	1.5	G	DOHC 16V I4	112	147	4545	1737	1495	SMT	5	FWD		
HAIMA S5														
1.6 MT	P 849,000	1.6	G	DOHC 16V I4	119	160	4358	1823	1630	5MT	5	FWD		
1.5T CVT DELUXE	P 1,119,000	1.5	G	DOHC 16V I4	159	223	4358	1823	1630	CVT	5	FWD		
HONDA														
ACCORD														
2.4 S	P 1,720,000	2.4	G	DOHC 16V I4	173	226	4890	1850	1465	SAT	5	FWD		
3.5 SV	P 2,097,000	3.5	G	SOHC 24V V6	277	339	4890	1850	1465	6AT	5	FWD		
BRIO														
1.3S (MT)	P 609,000	1.3	G	SOHC 16V I4	99	127	3610	1680	1485	SMT	5	FWD		
1.3S (AT)	P 649,000	1.3	G	SOHC 16V I4	99	127	3610	1680	1485	SAT	5	FWD		
1.3V (MT)	P 689,000	1.3	G	SOHC 16V I4	99	127	3610	1680	1485	5MT	5	FWD		
1.3V (AT)	P 729,000	1.3	G	SOHC 16V I4	99	127	3610	1680	1485	SAT	5	FWD		
BRIO AMAZE														
1.3 E (MT)	P 629,000	1.3	G	SOHC 16V I4	99	127	3990	1680	1485	5MT	5	FWD		
1.3 S (AT)	P 689,000	1.3	G	SOHC 16V I4	99	127	3990	1680	1485	SAT	5	FWD		
1.3 V NAVI (MT)	P 729,000	1.3	G	SOHC 16V I4	99	127	3990	1680	1485	5MT	5	FWD		
1.3 V NAVI (AT)	P 769,000	1.3	G	SOHC 16V I4	99	127	3990	1680	1485	SAT	5	FWD		
CITY														
1.5 E (MT)	P 759,000	1.5	G	SOHC 16V I4	118	137	4440	1695	1477	SMT	5	FWD		
1.5 E (CVT)	P 799,000	1.5	G	SOHC 16V I4	118	137	4440	1695	1477	CVT	5	FWD		
1.5 VX NAVI (CVT)	P 898,000	1.5	G	SOHC 16V I4	118	137	4440	1695	1477	CVT	5	FWD		
1.5 VX- NAVI (CVT)	P 989,000	1.5	G	SOHC 16V I4	118	137	4440	1695	1477	CVT	5	FWD		
CIVIC														
1.8 S (MT)	P 948000	1.8	G	SOHC 16V I4	139	174	4525	1755	1430	5MT	5	FWD		
1.8 S (AT)	P 988,000	1.8	G	SOHC 16V I4	139	174	4525	1755	1430	SAT	5	FWD		
1.8 E (AT)	P 1,078,000	1.8	G	SOHC 16V I4	139	174	4525	1755	1430	SAT	5	FWD		
1.8 E MODULO	P 1,138,000	1.8	G	SOHC 16V I4	139	174	4525	1755	1430	SAT	5	FWD		
2.0 EL	P 1,258,000	2.0	G	SOHC 16V I4	153	190	4525	1755	1430	SAT	5	FWD		
2.0 EL MUGEN	P 1,388,000	2.0	G	SOHC 16V I4	153	190	4525	1755	1430	SAT	5	FWD		
CR-V														
2.0 V 2WD (MT)	P 1,328,000	2.0	G	SOHC 16V I4	151	190	4530	1820	1655	6MT	5	FWD		
2.0 V 2WD (AT)	P 1,368,000	2.0	G	SOHC 16V I4	151	190	4530	1820	1655	SAT	5	FWD		
2.0 S 2WD (AT)	P 1,498,000	2.0	G	SOHC 16V I4	151	190	4530	1820	1655	SAT	5	FWD		
2.4 SX 4WD (AT)	P 1,688,000	2.4	G	DOHC 16V I4	182	220	4530	1820	1655	SAT	5	AWD		
CR-Z														
1.5 (MT)	P 1,390,000	1.5	G	I4 + ELECTRIC	134	190	4075	1740	1395	6MT	2+2	FWD		
1.5 (CVT)	P 1,480,000	1.5	G	I4 + ELECTRIC	133	171	4075	1740	1395	CVT	2+2	FWD		
1.5 MODULO (MT)	P 1,470,000	1.5	G	I4 + ELECTRIC	134	190	4075	1740	1395	6MT	2+2	FWD		
1.5 MODULO (CVT)	P 1,560,000	1.5	G	I4 + ELECTRIC	133	171	4075	1740	1395	CVT	2+2	FWD		
1.5 MUGEN (MT)	P 1,860,000	1.5	G	I4 + ELECTRIC	134	190	4075	1740	1395	6MT	2+2	FWD		
1.5 MUGEN (CVT)	P 1,950,000	1.5	G	I4 + ELECTRIC	133	171	4075	1740	1395	CVT	2+2	FWD		
JAZZ														
1.5 V (MT)	P 778,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525	SMT	5	FWD		
1.5 V (CVT)	P 818,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525	CVT	5	FWD		
1.5 VX (CVT)	P 918,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525	CVT	5	FWD		
1.5 VX- (CVT)	P 958,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525	CVT	5	FWD		
1.5 V (MT) MUGEN	P 908,000	1.5	G	SOHC 16V I4	118	145	3955	1695	1525	SMT	5	FWD		
MOBILIO														
1.5 E MT	P 807,000	1.5	G	SOHC 16V I4	118	145	4386	1683	1603	5MT	7	FWD		
1.5 V (CVT)	P 877,000	1.5	G	SOHC 16V I4	118	145	4386	1683	1603	CVT	7	FWD		
1.5 RS NAVI CVT	P 967,000	1.5	G	SOHC 16V I4	118	145	4398	1683	1603	CVT	7	FWD		
ODYSSEY														
2.4 EX-V NAVI	P 2,348,000	2.4	G	DOHC 16V I4	173	226	4830	1820	1695	CVT	7	FWD		
PILOT														
3.5 EX-L 4WD	P 2,600,000	3.5	G	SOHC 24V V6	253	347	4875	1995	1845	5AT	8	4WD		

VEHICLE / VARIANT	PRICE	ENGINE				DIMENSIONS				MISC.		
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
HYUNDAI												
ACCENT												
1.4 E (MT)	P 648,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450	6MT	5	FWD
1.4 E (CVT)	P 698,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450	CVT	5	FWD
1.4 S (MT)	P 768,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450	6MT	5	FWD
1.4 S (CVT)	P 828,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450	CVT	5	FWD
1.4 L (CVT)	P 888,000	1.4	G	DOHC 16V I4	99	133	4370	1700	1450	CVT	5	FWD
1.6 E (MT)	P 728,000	1.6	D	DOHC 16V I4	126	260	4370	1700	1450	6MT	5	FWD
1.6 E (AT)	P 778,000	1.6	D	DOHC 16V I4	126	260	4370	1700	1450	6AT	5	FWD
HATCH 1.6 E (MT)	P 808,000	1.6	D	DOHC 16V I4	126	260	4115	1700	1457	6MT	5	FWD
HATCH 1.6 E (AT)	P 858,000	1.6	D	DOHC 16V I4	126	260	4115	1700	1457	4AT	5	FWD
HATCH 1.6 L (AT)	P 968,000	1.6	D	DOHC 16V I4	126	260	4115	1700	1457	4AT	5	FWD
AZERA												
3.0 6AT	P1,988,000	3.0	G	DOHC 24V V6	247	282	4910	1860	1470	6AT	5	FWD
ELANTRA												
1.6 GL (MT)	P 818,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445	6MT	5	FWD
1.6 GL (AT)	P 888,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445	6AT	5	FWD
1.6 E (MT)	P 888,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445	6MT	5	FWD
1.6 E (CVT)	P 948,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445	6AT	5	FWD
1.6 S (MT)	P 948,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445	6MT	5	FWD
1.8 GLS (AT)	P 958,000	1.8	G	DOHC 16V I4	148	178	4550	1775	1445	6AT	5	FWD
1.6 L (CVT)	P 1,118,000	1.6	G	DOHC 16V I4	128	157	4550	1775	1445	6AT	5	FWD
1.8 L (CVT)	P 1,258,000	1.8	G	DOHC 16V I4	148	178	4550	1775	1445	6AT	5	FWD
EON												
0.8 GL	P 438,000	0.8	G	SOHC 12V I3	55	75	3495	1550	1500	5MT	5	FWD
0.8 GLS	P 508,000	0.8	G	SOHC 12V I3	55	75	3495	1550	1500	5MT	5	FWD
GENESIS COUPE												
2.0 TURBO (MT)	P 1,518,000	2.0	G	DOHC 16V I4	256	353	4630	1865	1385	6MT	2+2	RWD
2.0 TURBO (MT, BREMBO)	P 1,818,000	2.0	G	DOHC 16V I4	256	353	4630	1865	1385	6MT	2+2	RWD
2.0 TURBO (AT)	P 1,838,000	2.0	G	DOHC 16V I4	256	353	4630	1865	1385	8AT	2+2	RWD
3.8 V6 (MT, BREMBO)	P 1,958,000	3.8	G	DOHC 24V V6	299	396	4630	1865	1385	6MT	2+2	RWD
3.8 V6 (AT)	P 1,988,000	3.8	G	DOHC 24V V6	299	396	4630	1865	1385	8AT	2+2	RWD
GRAND I10												
1.0 E (MT)	P 538,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505	5MT	5	FWD
1.0 E (AT)	P 598,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505	4AT	5	FWD
1.0 S (MT)	P 588,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505	5MT	5	FWD
1.0 S (AT)	P 628,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505	4AT	5	FWD
1.0 L (AT)	P 698,000	1.0	G	DOHC 16V I4	65	94	3765	1660	1505	4AT	5	FWD
1.2 L (AT)	P 728,000	1.2	G	DOHC 16V I4	86	120	3765	1660	1505	4AT	5	FWD
GRAND SANTA FE												
2.2 GRAND SANTA FE	P 2,498,000	2.2	D	DOHC 16V I4	194	436	4915	1885	1690	6AT	6	AWD
GRAND STAREX												
TCI GL 10-STR (MT)	P 1,348,000	2.5	D	SOHC 8V I4	99	226	5125	1920	1925	5MT	10	RWD
TCI GL 12-STR (MT)	P 1,378,000	2.5	D	SOHC 8V I4	99	226	5125	1920	1925	5MT	12	RWD
VGT GLS 10STR (MT)	P 1,688,000	2.5	D	DOHC 16V I4	168	392	5125	1920	1925	5MT	10	RWD
VGT GLS 12-STR (MT)	P 1,728,000	2.5	D	DOHC 16V I4	168	392	5125	1920	1925	5MT	12	RWD
VGT GLS 10-STR (AT)	P 1,818,000	2.5	D	DOHC 16V I4	168	392	5125	1920	1925	5AT	10	RWD
VGT GOLD 10-STR	P 2,018,000	2.5	D	DOHC 16V I4	168	392	5125	1920	1925	5AT	10	RWD
SANTA FE												
2.2 R-EVGT 2WD	P 1,568,000	2.2	D	DOHC 16V I4	194	422	4690	1880	1690	6MT	7	2WD
2.2 R-EVGT 2WD	P 1,768,000	2.2	D	DOHC 16V I4	194	422	4690	1880	1690	6AT	7	2WD
SONATA												
2.4 GLS	P 1,698,000	2.4	G	DOHC 16V I4	176	228	4855	1865	1485	6AT	5	FWD
2.4 GLS PREMIUM	P 1,898,000	2.4	G	DOHC 16V I4	176	228	4855	1865	1485	6AT	5	FWD
TUCSON												
2.0 GL (MT)	P 1,058,000	2.0	G	DOHC 16V I4	156	192	4410	1820	1685	6MT	5	FWD
2.0 GL (AT)	P 1,118,000	2.0	G	DOHC 16V I4	156	192	4410	1820	1685	6AT	5	FWD
2.0 GLS (AT)	P 1,288,000	2.0	G	DOHC 16V I4	156	192	4410	1820	1685	6AT	5	FWD
2.0 R-EVGT GL (AT)	P 1,428,000	2.0	D	DOHC 16V I4	175	392	4410	1820	1685	6AT	5	AWD
ISUZU												
CROSSWIND												
X5	P 750,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765	5MT	10	RWD
XL	P 794,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765	5MT	10	RWD
XL LE (MT)	P 804,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765	5MT	10	RWD
XT (MT)	P 883,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765	5MT	10	RWD
XT LE (MT)	P 893,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765	5MT	10	RWD
XUV (AT)	P 1,010,000	2.5	D	SOHC 8V I4	84	185	4480	1680	1765	4AT	9	RWD
SPORTIVO X (MT)	P 1,130,000	2.5	D	SOHC 8V I4	84	185	4730	1770	1900	5MT	9	RWD
SPORTIVO X (AT)	P 1,195,000	2.5	D	SOHC 8V I4	84	185	4730	1770	1900	4AT	8	RWD
D-MAX												
FLEXI-GUBE	P 712,000	2.5	D	DOHC 16V I4	108	280	5295	1775	1695	5MT	5	RWD
LT 4X2 (MT)	P 872,000	2.5	D	DOHC 16V I4	108	280	5295	1775	1695	5MT	5	RWD
LTX 4X2 (MT)	P 935,000	2.5	D	DOHC 16V I4	108	280	5295	1775	1695	5MT	5	RWD
LT 4X4 (MT)	P 1,178,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785	5MT	5	4WD
LS 4X2 (MT)	P 1,154,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785	5MT	5	RWD
LS 4X2 (AT)	P 1,206,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1785	5AT	5	RWD
LS 4X4 (MT)	P 1,428,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1795	5MT	5	4WD
LS 4X4 (AT)	P 1,487,000	3.0	D	DOHC 16V I4	144	294	5295	1860	1795	5AT	5	4WD
MU-X												
LS 4X2 (MT)	P 1,188,000	2.5	D	DOHC 16V I4	134	320	4825	1860	1825	5MT	7	RWD
LS-M 4X2 (MT)	P 1,260,000	2.5	D	DOHC 16V I4	134	320	4825	1860	1830	5MT	7	RWD
LS-A 4X2 (AT)	P 1,358,000	2.5	D	DOHC 16V I4	134	320	4825	1860	1830	5AT	7	RWD
LS-A 4X4 (AT)	P 1,748,000	2.5	D	DOHC 16V I4	134	320	4825	1860	1840	5AT	7	4WD
JAG												
CITIPONY												
1.3 SEDAN	P 580,000	1.3	G	DOHC 16V I4	98	124	3965	1650	1445	5MT	5	FWD
REFINE MPV												
2.8 CRDI	P 1,250,000	2.8	D	SOHC 8V I4	107	240	5035	1820	1970	5MT	8	RWD
STALLION												
4X2 MT	P 780,000	2.8	D	SOHC 8V I4	107	240	5030	1720	1700	5MT	8	RWD
4X4 MT	P 980,000	2.8	D	SOHC 8V I4	107	240	5030	1720	1700	5MT	8	RWD
SUNRAY EXECUTIVE COACH												
2.8 CRDI	P 2,200,000	2.8	D	SOHC 8V I4	118	280	5990	2098	2645	5MT	14	RWD
JAGUAR												
F-TYPE												
F-TYPE COUPE	PUR	3.0	G	DOHC 24V V6	340	450	4470	1922	1308	8AT	2	RWD
F-TYPE CONVERTIBLE	PUR	3.0	G	DOHC 24V V6	340	450	4470	1922	1308	8AT	2	RWD
F-TYPE S COUPE	PUR	3.0	G	DOHC 24V V6	380	460	4470	1922	1308	8AT	2	RWD
F-TYPE S CONVERTIBLE	PUR	3.0	G	DOHC 24V V6	380	460	4470	1922	1308	8AT	2	RWD

VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS					MISC.	
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VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS				MISC.		
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission
200T F-SPORT	P 3,288,000	2.0	G	DOHC 16V I4	235	350	4622	1879	1651	6AT
300H	P 3,908,000	2.5	G	I4 + MOTOR	154	206	4630	1869	1646	CVT
RC										
RC350	P 3,648,000	3.5	G	DOHC 24V V6	313	378	4695	1840	1395	8AT
RC-F	P 5,868,000	5.0	G	DOHC 32V V8	470	530	4705	1845	1390	8AT
RX										
RX350	P 3,578,000	3.5	G	DOHC 24V V6	270	336	4770	1885	1684	6AT
RX350	P 3,898,000	3.5	G	DOHC 24V V6	270	336	4770	1885	1684	6AT
RX450H	P 4,878,000	3.5	G	V6 + MOTOR	295	317	4770	1885	1684	CVT

MAHINDRA

ENFORCER

SINGLE CAB 4X2	P 650,000	2.5	D	SOHC 8V I4	100	238	4924	1815	1885	5MT
SINGLE CAB 4X4	P 795,000	2.5	D	SOHC 8V I4	100	238	4924	1815	1885	5MT
DOUBLE CAB 4X2	P 750,000	2.5	D	SOHC 8V I4	100	238	4924	1815	1885	5MT
DOUBLE CAB 4X4	P 895,000	2.5	D	SOHC 8V I4	100	238	4924	1815	1885	5MT

XYLO

2.2 DIESEL	P 850,000	2.2	D	SOHC 8V I4	120	280	4520	1850	1895	5MT
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MASERATI

GRANCABRIO

GRANCABRIO SPORT	PUR	4.7	G	DOHC 32V V8	450	510	4881	1915	1353	6AT
GRANCABRIO MC	PUR	4.7	G	DOHC 32V V8	453	520	4881	1915	1353	6AT

GRANTURISMO

GRANTURISMO SPORT	PUR	4.7	G	DOHC 32V V8	453	520	4881	1915	1353	6AT
MC STRADALE (2-SEATER)	PUR	4.7	G	DOHC 32V V8	453	520	4881	1915	1353	6AT
MC STRADALE (4-SEATER)	PUR	4.7	G	DOHC 32V V8	453	520	4881	1915	1353	6AT

QUATTROPORTE

GTS	PUR	3.8	G	DOHC 32V V8	523	650	5263	1958	1481	8AT
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MAZDA

BT-50

2.2 4X2 (MT)	P 1,300,000	2.2	D	DOHC 16V I4	148	375	5365	1850	1821	6MT
2.2 4X2 (AT)	P 1,350,000	2.2	D	DOHC 16V I4	148	375	5365	1850	1821	6AT
3.2 4X4 (AT)	P 1,490,000	3.2	D	DOHC 20V I5	197	470	5365	1850	1821	6AT

CX-5

2.0 CX-5 PRO (FWD)	P 1,495,000	2.0	G	DOHC 16V I4	153	200	4540	1840	1670	6AT
2.5 CX-5 SPORT (AWD)	P 1,695,000	2.5	G	DOHC 16V I4	185	250	4540	1840	1670	6AT

CX-9

3.7 CX-9 (AWD)	P 2,399,000	3.7	G	DOHC 24V V6	273	367	5086	1936	1728	6AT
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MAZDA 2 (NEW)

SKYACTIV S 4DR	P 795,000	1.5	G	DOHC 16V I4	106	139	4060	1695	1495	6AT
SKYACTIV V 5DR	P 855,000	1.5	G	DOHC 16V I4	106	139	4060	1695	1495	6AT
SKYACTIV V 4DR	P 865,000	1.5	G	DOHC 16V I4	106	139	4060	1695	1495	6AT
SKYACTIV R 4DR	P 925,000	1.5	G	DOHC 16V I4	106	139	4060	1695	1495	6AT

MAZDA 3

1.5 V (4-DR)	P 965,000	1.5	G	DOHC 16V I4	110	144	4460	1795	1450	6AT
1.5 V (5-DR)	P 968,000	1.5	G	DOHC 16V I4	110	144	4460	1795	1450	6AT
2.0 R (4-DR)	P 1,195,000	2.0	G	DOHC 16V I4	153	200	4460	1795	1450	6AT
2.0 R (5-DR)	P 1,198,000	2.0	G	DOHC 16V I4	153	200	4460	1795	1450	6AT
2.0 SPEED W/ BOSE	P 1,298,000	2.0	G	DOHC 16V I4	153	200	4460	1795	1450	6AT

MAZDA 6

2.5	P 1,785,000	2.5	G	DOHC 16V I4	182	250	4865	1840	1450	6AT
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MERCEDES-BENZ

A-CLASS

A200 AMG SPORT	P 2,310,000	1.6	G	DOHC 16V I4	154	250	4292	1780	1433	7DCT
A250 SPORT	P 2,680,000	2.0	G	DOHC 16V I4	208	350	4292	1780	1433	7DCT
A45 AMG EDITION I	P 5,380,000	2.0	G	DOHC 16V I4	355	450	4290	1780	1433	7DCT

B-CLASS

B180	P 2,310,000	1.6	G	DOHC 16V I4	120	200	4359	1786	1557	7DCT
B200 SPORT (NIGHT PCK)	P 2,360,000	1.6	G	DOHC 16V I4	156	250	4359	1786	1557	7DCT

C-CLASS

C200 AVANTGARDE	P 3,580,000	2.0	G	DOHC 16V I4	181	270	4581	1770	1444	5AT
C250 AMG SPORT	P 3,980,000	2.0	G	DOHC 16V I4	201	309	4581	1770	1444	5AT

CLA-CLASS

CLA 250 4MATIC	P 3,380,000	2.0	G	DOHC 16V I4	208	350	4630	1777	1437	7DCT
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E-CLASS

E300 AMG SPORT	P 5,680,000	3.0	G	DOHC 24V V6	252	340	4879	1854	1474	7AT
E63 AMG	PUR	6.2	G	DOHC 32V V8	518	630	4892	1928	1443	7AT

G-CLASS

G 500	P 10,800,000	5.4	G	DOHC 32V V8	383	530	4686	1824	1930	7AT
G 63 AMG (V8 BI-TURBO)	P 13,800,000	5.4	G	DOHC 32V V8	537	760	4686	1857	1930	7AT

GL-CLASS

GL 350 CDI AMG SPORT	P 7,380,000	3.0	D	DOHC 24V V6	256	620	5120	1934	1850	7AT
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GLA-CLASS

GLA 220 CDI AMG SPORT	P 3,480,000	2.2	D	DOHC 16V I4	168	350	4417	1804	1494	7DCT
GLA 250 EDITION I	P 3,720,000	2.0	G	DOHC 16V I4	208	350	4417	1804	1494	7DCT

M-CLASS

ML 350 CDI AMG SPORT	P 6,320,000	3.0	D	DOHC 24V V6	256	620	4803	1926	1796	7AT
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S-CLASS

S400	P 7,800,000	3.0	G	DOHC 24V V6	328	480	5226	1871	1485	7AT
S500	P 9,980,000	4.7	G	DOHC 32V V8	449	700	5226	1871	1485	7AT

SL-CLASS

SL500	PUR	5.5	G	DOHC 32V V8	429	700	4612	1877	1315	7AT
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SLK-CLASS

SLK 200	P 4,120,000	1.8	G	DOHC 16V I4	181	270	4134	1810	1301	7AT
SLK 250	P 4,220,000	1.8	G	DOHC 16V I4	201	310	4134	1810	1301	7AT
SLK 350	P 5,030,000	3.5	G	DOHC 24V V6	302	370	4134	1810	1301	7AT
SLK 55 AMG	P 7,980,000	5.5	G	DOHC 32V V8	415	540	4146	1817	1300	7AT

MG

MG3

STANDARD 1.3	P 745,000	1.3	G	DOHC 16V I4	88	118	4018	1728	1517	5AMT
COMFORT 1.5	P 775,000	1.5	G	DOHC 16V I4	105	135	4018	1728	1517	5AMT
LUXURY 1.5	P 795,000	1.5	G	DOHC 16V I4	105	135	4018	1728	1517	5AMT

MG350

STANDARD	P 795,000	1.5	G	DOHC 16V I4	105	135	4521	1788	1492	4AT
COMFORT	P 875,000	1.5	G	DOHC 16V I4	105	135	4521	1788	1492	4AT
LUXURY	P 945,000	1.5	G	DOHC 16V I4	105	135	4521	1788	1492	4AT

VEHICLE / VARIANT	PRICE	ENGINE					DIMENSIONS			MISC.			
		Displacement		Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout	
		Type											
MG5													
STANDARD	P 845,000	1.5	G	DOHC 16V I4	105	135	4363	1800	1492	4AT	5	FWD	
LUXURY	P 945,000	1.5	G	DOHC 16V I4	105	135	4363	1800	1492	4AT	5	FW	

MINI

COUNTRYMAN

COUNTRYMAN	P 2,550,000	1.6	G	DOHC 16V I4	121	160	4097	1798	1561	6AT
COUNTRYMAN S	P 3,050,000	1.6	G	DOHC 16V I4	181	240	4110	1789	1561	6AT
COUNTRYMAN S JCW	P 3,900,000	1.6	G	DOHC 16V I4	208	260	4110	1789	1561	6AT

HATCH

COOPER	P 2,200,000	1.5	G	DOHC 12V I3	136	220	3821	1727	1414	6AT
COOPER S	P 2,700,000	2.0	G	SOHC 16V I4	192	280	3729	1727	1414	6AT
COOPER S (5 DOOR)	P 2,300,000	1.5	G	DOHC 12V I3	136	220	3982	1727	1430	6AT
COOPER S (5 DOOR)	P 2,800,000	2.0	G	SOHC 16V I4	192	280	4005	1727	1430	6AT

PACEMAN

PACEMAN	P 2,600,000	1.6	G	DOHC 16V I4	121	160	4109	1786	1518	6AT
PACEMAN S	P 3,100,000	1.6	G	DOHC 16V I4	181	240	4115	1786	1522	6AT
PACEMAN ALL4	P 3,990,000	1.6	G	DOHC 16V I4	208	260	4115	1786	1522	6AT

MITSUBISHI

ADVENTURE

GX	P 725,000	2.5	D	SOHC 8V I4	74	149	4320	1650	1800	5MT
GLX	P 860,000	2.5	D	SOHC 8V I4	74	149	4420	1650	1800	5MT
GLS SPORT	P 920,000	2.5	D	SOHC 8V I4	74	149	4640	1750	1830	5MT
SUPER SPORT	P 965,000	2.5	D	SOHC 8V I4	74	149	4640	1750	1830	5MT

ASX

GLS	P 1,148,000	2.0	G	DOHC 16V I4	148	197	4295	1770	1625	CVT
GSR	P 1,248,000	2.0	G	DOHC 16V I4	148	197	4295	1770	1625	CVT

FUZION

GLX AT	P 950,000	2.4	G	SOHC 16V I4	134	203	4585	1760	1800	4AT
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L200

VEHICLE / VARIANT		PRICE	ENGINE				DIMENSIONS				MISC.		
			Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
18 SEATER / STANDARD CARGO / HIGH ROOF		P 1,196,000 P 1,177,000	2.5	D	DOHC 16V I4	127	356	4695	1695	1990	5MT	18	RWD
X-TRAIL													
2.0 2WD (CVT)		P 1,375,000	2.0	G	DOHC 16V I4	144	200	4630	1820	1695	CVT	5	FWD
2.5 4WD (CVT)		P 1,580,000	2.5	G	DOHC 16V I4	171	233	4630	1820	1695	CVT	5	4WD
PEUGEOT													
208													
GTI 1.6 THP (3 DOOR)		P 1,950,000	1.6	G	DOHC 16V I4	197	275	3962	1739	1460	6MT	2	FWD
301													
1.6 HDI MT		P 990,000	1.6	D	DOHC 16V I4	91	230	4442	1715	1466	5MT	5	FWD
1.6 ECS AT		P 1,090,000	1.6	G	DOHC 16V I4	115	150	4442	1715	1466	4AT	5	FWD
508													
1.6 EHD ACTIVE		P 1,895,000	1.6	D	DOHC 16V I4	115	240	4792	1853	1456	6AT	5	FWD
1.6 EHD ALLURE		P 2,050,000	1.6	D	DOHC 16V I4	115	240	4792	1853	1456	6AT	5	FWD
2.0 HDI ALLURE		P 2,150,000	2.0	D	DOHC 16V I4	163	340	4792	1853	1456	6AT	5	FWD
2.2 GT HDI		P 2,550,000	2.2	D	DOHC 16V I4	204	338	4792	1853	1456	6AT	5	FWD
3008													
2.0 HDI ALLURE		P 2,150,000	2.0	D	DOHC 16V I4	163	340	4365	1837	1639	6AT	5	FWD
5008													
2.0 HDI ALLURE		P 2,300,000	2.0	D	DOHC 16V I4	163	340	4530	1837	1638	6AT	7	FWD
RCZ													
1.6 THP		P 2,850,000	1.6	G	DOHC 16V I4	156	240	4287	1844	1359	6AT	2+2	FWD
EXPERT TEEPEE													
2.0 HDI		P 2,200,000	2.0	D	DOHC 16V I4	163	340	4813	2176	1980	6AT	8	FWD
PORSCHE													
BOXSTER													
BOXSTER		PUR	2.7	G	DOHC 24V H6	265	280	4374	1801	1282	7AT	2	RWD
BOXSTER S		PUR	3.4	G	DOHC 24V H6	315	360	4374	1801	1281	7AT	2	RWD
911													
CARRERA		PUR	3.4	G	DOHC 24V H6	350	390	4491	1808	1303	7AT	2+2	RWD
CARRERA S		PUR	3.8	G	DOHC 24V H6	400	440	4491	1808	1295	7AT	2+2	RWD
CARRERA CABRIOLET		PUR	3.4	G	DOHC 24V H6	350	390	4491	1808	1299	7AT	2+2	RWD
CARRERA S CABRIOLET		PUR	3.8	G	DOHC 24V H6	400	440	4491	1808	1292	7AT	2+2	RWD
CARRERA 4		PUR	3.4	G	DOHC 24V H6	350	390	4491	1852	1304	7AT	2+2	AWD
CARRERA 4S		PUR	3.8	G	DOHC 24V H6	400	440	4491	1852	1296	7AT	2+2	AWD
CARRERA 4 CABRIOLET		PUR	3.4	G	DOHC 24V H6	350	390	4491	1852	1300	7AT	2+2	AWD
CARRERA 4S CABRIOLET		PUR	3.8	G	DOHC 24V H6	400	440	4491	1852	1294	7AT	2+2	AWD
TARGA 4		PUR	3.4	G	DOHC 24V H6	350	390	4491	1852	1298	7AT	2+2	AWD
TARGA 4S		PUR	3.8	G	DOHC 24V H6	400	440	4491	1852	1291	7AT	2+2	AWD
TURBO		PUR	3.8	G	DOHC 24V H6	520	660	4506	1880	1296	7AT	2+2	AWD
TURBO S		PUR	3.8	G	DOHC 24V H6	560	700	4506	1880	1296	7AT	2+2	AWD
TURBO CABRIOLET		PUR	3.8	G	DOHC 24V H6	520	660	4506	1880	1292	7AT	2+2	AWD
TURBO S CABRIOLET		PUR	3.8	G	DOHC 24V H6	560	700	4506	1880	1292	7AT	2+2	AWD
GT3		PUR	3.8	G	DOHC 24V H6	475	440	4545	1852	1269	7AT	2	RWD
CAYENNE													
CAYENNE S		PUR	3.6	G	DOHC 24V V6	420	550	4855	1939	1705	8AT	5	AWD
CAYENNE S E-HYBRID		PUR	3.0	G	V6 + MOTOR	416	590	4855	1939	1705	8AT	5	AWD
CAYENNE TURBO		PUR	4.8	G	DOHC 32V V8	520	750	4855	1939	1702	8AT	5	AWD
CAYENNE DIESEL		PUR	3.0	D	DOHC 24V V6	245	550	4855	1939	1705	8AT	5	AWD
CAYENNE S DIESEL		PUR	4.1	D	DOHC 32V V8	385	850	4855	1939	1705	8AT	5	AWD
CAYMAN													
CAYMAN		PUR	2.7	G	DOHC 24V H6	275	290	4380	1801	1294	7AT	2	RWD
CAYMAN S		PUR	3.4	G	DOHC 24V H6	325	370	4380	1801	1295	7AT	2	RWD
MACAN													
MACAN		PUR	2.0	G	DOHC 16V I4	237	350	4681	1923	1624	7AT	5	AWD
MACAN S		PUR	3.0	G	DOHC 24V V6	340	460	4681	1923	1624	7AT	5	AWD
MACAN TURBO		PUR	3.6	G	DOHC 24V V6	400	550	4699	1923	1624	7AT	5	AWD
MACAN S DIESEL		PUR	3.0	D	DOHC 24V V6	245	580	4681	1923	1624	7AT	5	AWD
PANAMERA													
PANAMERA		PUR	3.6	G	DOHC 24V V6	310	400	5015	1931	1418	7AT	4	RWD
PANAMERA 4		PUR	3.6	G	DOHC 24V V6	310	400	5015	1931	1418	7AT	4	AWD
PANAMERA S		PUR	3.0	G	DOHC 24V V6	420	520	5015	1931	1418	7AT	4	RWD
PANAMERA S E-HYBRID		PUR	3.0	G	V6 + MOTOR	416	590	5015	1931	1418	7AT	4	RWD
PANAMERA 4S		PUR	3.0	G	DOHC 24V V6	420	520	5015	1931	1418	7AT	4	AWD
PANAMERA GTS		PUR	4.8	G	DOHC 32V V8	440	520	5015	1931	1408	7AT	4	AWD
PANAMERA TURBO		PUR	4.8	G	DOHC 32V V8	520	700	5015	1931	1418	7AT	4	AWD
PANAMERA TURBO S		PUR	4.8	G	DOHC 32V V8	570	750	5015	1931	1418	7AT	4	AWD
PANAMERA DIESEL		PUR	3.0	D	DOHC 24V V6	250	550	5015	1931	1418	8AT	4	RWD
SUBARU													
BRZ													
2.0 (MT)		P 1,928,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6MT	2+2	RWD
2.0 (AT)		P 1,928,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6AT	2+2	RWD
FORESTER													
2.0i-L		P 1,398,000	2.0	G	DOHC 16V H4	148	198	4595	1795	1735	CVT	5	AWD
2.0i-PREMIUM		P 1,598,000	2.0	G	DOHC 16V H4	148	198	4595	1795	1735	6AT	5	AWD
2.0XT		P 1,868,000	2.0	G	DOHC 16V H4	237	350	4595	1795	1735	CVT	5	AWD
IMPREZA													
2.0i (CVT)		P 1,128,000	2.0	G	DOHC 16V H4	148	196	4580	1740	1466	CVT	5	AWD
2.0i SPORT (CVT)		P 1,298,000	2.0	G	DOHC 16V H4	148	196	4580	1740	1466	CVT	5	AWD
LEGACY													
2.5 GT SEDAN		P 2,048,000	2.5	G	DOHC 16V H4	265	350	4730	1780	1505	5AT	5	AWD
OUTBACK													
OUTBACK 3.6 R		P 2,298,000	3.6	G	DOHC 24V H6	256	350	4775	1820	1615	5AT	5	AWD
TRIBECA													
TRIBECA		P 2,698,000	3.6	G	DOHC 24V H6	256	350	4865	1880	1720	5AT	7	AWD
WRX													
2.0 WRX (MT)		P 1,818,000	2.0	G	DOHC 16V H4	268	350	4595	1795	1475	6MT	5	AWD
2.0 WRX (CVT)		P 1,888,000	2.0	G	DOHC 16V H4	268	350	4595	1795	1475	CVT	5	AWD
WRX STI													
2.5 WRX STI		P 2,498,000	2.5	G	DOHC 16V H4	296	407	4595	1795	1475	6MT	5	AWD
2.5 WRX STI (SUNROOF)		P 2,598,000	2.5	G	DOHC 16V H4	296	407	4595	1795	1475	6MT	5	AWD
XV													
2.0i		P 1,298,000	2.0	G	DOHC 16V H4	148	196	4450	1780	1615	CVT	5	AWD
2.0i PREMIUM		P 1,478,000	2.0	G	DOHC 16V H4	148	196	4450	1780	1615	CVT	5	AWD
2.0i PREMIUM W/ STI KIT		P 1,578,000	2.0	G	DOHC 16V H4	148	196	4450	1780	1615	CVT	5	AWD

VEHICLE / VARIANT	PRICE	ENGINE				DIMENSIONS				MISC.		
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission	Seating	Layout
SUZUKI												
ALTO												
800 STANDARD	P 388,000	0.8	G	SOHC 12V I3	47	62	3395	1490	1475	5MT	5	FWD
800 DELUXE	P 438,000	0.8	G	SOHC 12V I3	47	62	3395	1490	1475	5MT	5	FWD
APV												
TYPE I GA	P 575,000	1.6	G	SOHC 16V I4	91	127	4155	1655	1850	5MT	8	RWD
TYPE II GLX (MT)	P 745,000	1.6	G	SOHC 16V I4	91	127	4230	1655	1865	5MT	8	RWD
TYPE II SGX (AT)	P 820,000	1.6	G	SOHC 16V I4	91	127	4230	1655	1865	4AT	7	RWD
CELERIO												
CELERIO GA (MT)	P 498,000	1.0	G	DOHC 12V I3	68	90	3500	1600	1470	5MT	5	FWD
CELERIO GL (MT)	P 538,000	1.0	G	DOHC 12V I3	68	90	3500	1600	1470	5MT	5	FWD
CELERIO GL (AT)	P 579,000	1.0	G	DOHC 12V I3	68	90	3500	1600	1470	4AT	5	FWD
ERTIGA												
GA (MT)	P 619,000	1.4	G	DOHC 16V I4	95	130	4265	1695	1685	5MT	7	FWD
GL (MT)	P 712,000	1.4	G	DOHC 16V I4	95	130	4265	1695	1685	5MT	7	FWD
GL (AT)	P 752,000	1.4	G	DOHC 16V I4	95	130	4265	1695	1685	4AT	7	FWD
GLX (AT)	P 812,000	1.4	G	DOHC 16V I4	95	130	4265	1695	1685	4AT	7	FWD
GRAND VITARA												
2.4 GRAND VITARA 4X2	P 1,160,000	2.4	G	DOHC 16V I4	165	225	4500	1810	1695	4AT	5	RWD
2.4 4X2 AT (SPEC. ED.)	P 1,210,000	2.4	G	DOHC 16V I4	165	225	4500	1810	1695	4AT	5	RWD
JIMNY												
JX	P 738,000	1.3	G	DOHC 16V I4	81	110	3645	1600	1705	5MT	4	4WD
JLX (MT)	P 790,000	1.3	G	DOHC 16V I4	81	110	3645	1600	1705	5MT	4	4WD
JLX (AT)	P 845,000	1.3	G	DOHC 16V I4	81	110	3645	1600	1705	4AT	4	4WD
KIZASHI												
2.4 KIZASHI	P 1,348,000	2.4	G	DOHC 16V I4	180	230	4650	1820	1480	CVT	5	FWD
SWIFT												
1.2 SWIFT (MT)	P 608,000	1.2	G	DOHC 16V I4	87	114	3850	1475	1530	5MT	5	FWD
1.2 SWIFT (AT)	P 648,000	1.2	G	DOHC 16V I4	87	114	3850	1475	1530	4AT	5	FWD
1.4 SWIFT (MT)	P 749,000	1.4	G	DOHC 16V I4	94	130	3850	1695	1510	5MT	5	FWD
1.4 SWIFT (AT)	P 789,000	1.4	G	DOHC 16V I4	94	130	3850	1695	1510	4AT	5	FWD
SWIFT DZIRE												
SWIFT DZIRE (MT)	P 568,000	1.2	G	DOHC 16V I4	86	114	3995	1695	1555	5MT	5	FWD
SWIFT DZIRE (AT)	P 698,000	1.2	G	DOHC 16V I4	86	114	3995	1695	1555	4AT	5	FWD
SX4												
CROSSOVER	P 899,000	1.6	G	DOHC 16V I4	110	150	4135	1755	1605	4AT	5	FWD
TATA												
INDICA												
1.4 DLX	P 545,000	1.4	D	DOHC 16V I4	69	135	3690	1665	1485	5MT	5	FWD
INDIGO												
1.4 DLE	P 525,000	1.4	D	DOHC 16V I4	69	135	3988	1620	1540	5MT	5	FWD
MANZA												
MANZA	P 600,000	1.4	G	SOHC 16V I4	89	116	4413	1703	1550	5MT	5	FWD
1.3 AURA	P 738,000	1.3	D	SOHC 16V I4	89	200	4413	1703	1550	5MT	5	FWD
VISTA												
VISTA	P 565,000	1.4	G	SOHC 16V I4	74	113	3795	1695	1550	5MT	5	FWD
1.3 IGNIS	P 678,000	1.3	D	SOHC 16V I4	74	190	3850	1695	1550	5MT	5	RWD
XENON												
4X2 DLS	P 830,000	2.2	D	DOHC 16V I4	138	320	5125	1860	1833	5MT	5	RWD
4X4 DLE	P 1,135,000	2.2	D	DOHC 16V I4	140	320	5125	1860	1833	5MT	5	4WD
<div><div></div><div><div>A NEW ERA FOR PICKUP EVERY INCH A HILUX.</div><div></div></div></div>												
TOYOTA												
86												
2.0 (MT)	P 1,636,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6MT	2+2	RWD
2.0 (AT)	P 1,736,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6AT	2+2	RWD
AERO 2.0 (MT)	P 1,846,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6MT	2+2	RWD
AERO 2.0 (AT)	P 1,946,000	2.0	G	DOHC 16V H4	197	205	4240	1775	1285	6AT	2+2	RWD
ALPHARD												
ALPHARD 3.5	P 3,277,000	3.5	G	DOHC 24V V6	271	340	4915	1850	1890	6AT	7	FWD
AVANZA												
1.3 J (5-STR)	P 639,000	1.3	G	DOHC 16V I4	90	117	4140	1660	1695	5MT	5	RWD
1.3 E (MT)	P 717,000	1.3	G	DOHC 16V I4	90	117	4140	1660	1695	5MT	7	RWD
1.3 E (AT)	P 757,000	1.3	G	DOHC 16V I4	90	117	4140	1660	1695	4AT	7	RWD
1.5 G (MT)	P 837,000	1.5	G	DOHC 16V I4	102	136	4140	1660	1695	5MT	7	RWD
1.5 G (AT)	P 877,000	1.5	G	DOHC 16V I4	102	136	4140	1660	1695	4AT	7	RWD
CAMRY												
2.5 G	P 1,511,000	2.5	G	DOHC 16V I4	176	231	4825	1825	1470	6AT	5	FWD
2.5 S	P 1,645,000	2.5	G	DOHC 16V I4	176	231	4825	1825	1470	6AT	5	FWD
2.5 V	P 1,745,000	2.5	G	DOHC 16V I4	176	231	4825	1825	1470	6AT	5	FWD
3.5 Q	P 2,128,000	3.5	G	DOHC 24V V6	273	346	4825	1820	1480	6AT	5	FWD
COROLLA ALTIS												
1.6 E	P 850,000	1.6	G	DOHC 16V I4	120	154	4620	1776	1460	6MT	5	FWD
1.6 G (MT)	P 895,000	1.6	G	DOHC 16V I4	120	154	4620	1776	1460	6MT	5	FWD
1.6 G (AT)	P 949,000	1.6	G	DOHC 16V I4	120	154	4620	1776	1460	CVT	5	FWD
1.6 V	P 1,013,000	1.6	G	DOHC 16V I4	120	154	4620	1776	1460	CVT	5	FWD
2.0 V	P 1,215,000	2.0	G	DOHC 16V I4	143	187	4620	1776	1460	CVT	5	FWD
FJ CRUISER												
4.0 V6	P 1,798,000	4.0	G	DOHC 24V V6	268	380	4670	1905	1830	5AT	5	4WD
FORTUNER												
2.7 G 4X2	P 1,292,000	2.7	G	DOHC 16V I4	158	241	4705	1840	1850	4AT	7	RWD
2.5 G 4X2 (MT)	P 1,315,000	2.5	D	DOHC 16V I4	142	343	4705	1840	1850	5MT	7	RWD
2.5 G 4X2 (AT)	P 1,385,000	2.5	D	DOHC 16V I4	142	343	4705	1840	1850	4AT	7	RWD
2.5 V 4X2	P 1,555,000	2.5	D	DOHC 16V I4	142	343	4705	1840	1850	4AT	7	4WD
3.0 V 4X4	P 1,870,000	3.0	D	DOHC 16V I4	161	343	4705	1840	1850	4AT	7	4WD
HIACE												
2.5 COMMUTER	P 1,262,000	2.5	D	DOHC 16V I4	101	260	4695	1695	1980	5MT	15	RWD
2.5 GRANDIA (MT)	P 1,590,000	2.5	D	DOHC 16V I4	101	260	4840	1880	2105	5MT	11	RWD
2.5 GRANDIA (AT)	P 1,655,000	2.5	D	DOHC 16V I4	101	260	4840	1880	2105	4AT	11	RWD
SUPER GRANDIA (FABRIC)	P 1,855,000	2.5	D	DOHC 16V I4	101	260	4840	1880	2105	4AT	11	RWD
SUPER GRANDIA (LEATH.)	P 2,010,000	2.5	D	DOHC 16V I4	101	260	4840	1880	2105	4AT	11	RWD
SUPER GRANDIA LXV	P 2,405,000	2.5	D	DOHC 16V I4	101	260	5380	1880	2285	4AT	15	RWD
HILUX												
2.5 J	P 865,000	2.5	D	DOHC 16V I4	101	200	5130	1760	1695	5MT	5	RWD
2.5 E	P 994,000	2.5	D	DOHC 16V I4	142	343	5255	1760	1820	5MT	5	RWD
2.5 G (MT)	P 1,175,000	2.5	D	DOHC 16V I4	142	343	5255	1760	1820	5MT	5	RWD

VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS				MISC.		
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission
2.5 G (AT)	P 1,229,000	2.5	D	DOHC 16V I4	142	343	5255	1760	1820	5MT
2.5 TRD (MT)	P 1,238,000	2.5	D	DOHC 16V I4	142	343	5255	1760	1820	5MT
3.0 G (MT)	P 1,481,000	3.0	D	DOHC 16V I4	161	343	5255	1835	1820	5MT
3.0 G (AT)	P 1,535,000	3.0	D	DOHC 16V I4	161	343	5255	1835	1820	4AT
INNOVA										
2.0 E (AT)	P 1,022,000	2.0	G	DOHC 16V I4	134	182	4585	1760	1760	4AT
2.0 E (MT)	P 957,000	2.0	G	DOHC 16V I4	134	182	4585	1760	1760	5MT
2.0 G (AT)	P 1,133,000	2.0	G	DOHC 16V I4	134	182	4585	1775	1760	4AT
2.0 G (MT)	P 1,068,000	2.0	G	DOHC 16V I4	134	182	4585	1775	1760	5MT
2.0 V	P 842,000	2.0	G	DOHC 16V I4	134	182	4585	1775	1760	4AT
2.0 J	P 842,000	2.0	G	DOHC 16V I4	134	182	4585	1775	1760	5MT
2.5 E (MT)	P 1,012,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	5MT
2.5 E (AT)	P 1,077,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	4AT
2.5 G (MT)	P 1,123,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	5MT
2.5 G (AT)	P 1,193,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	4AT
2.5 J	P 897,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	5MT
2.5 V	P 1,276,000	2.5	D	DOHC 16V I4	101	200	4585	1760	1760	4AT
LAND CRUISER										
4.0 PRADO VX	P 2,972,000	4.0	G	DOHC 24V V6	275	385	4760	1885	1890	5AT
3.0 PRADO VX (MT)	P 3,757,000	3.0	D	DOHC 16V I4	163	410	4760	1885	1890	6MT
3.0 PRADO VX (AT)	P 3,857,000	3.0	D	DOHC 16V I4	163	410	4760	1885	1890	5AT
LC200	P 4,372,000	4.5	D	DOHC 32V V8	282	650	4950	1970	1905	6AT
PREVIA										
PREVIA 2.4	P 2,453,000	2.4	G	DOHC 16V I4	170	224	4795	1800	1730	4AT
PREVIA 2.4 Q	P 2,580,000	2.4	G	DOHC 16V I4	170	224	4795	1800	1730	4AT
PRIUS										
PRIUS	P 2,250,000	1.8	G	I4-ELECTRIC	134	142	3995	1695	1455	CVT
PRIUS C										
PRIUS C	P 1,537,000	1.4	G	I4-ELECTRIC	98	111	3995	1695	1455	CVT
PRIUS C (FULL OPTION)	P 1,587,000	1.4	G	I4-ELECTRIC	98	111	3995	1695	1455	CVT
RAV4										
2.5 4X2	P 1,367,000	2.5	G	DOHC 16V I4	174	233	4570	1845	1660	6AT
2.5 4X2 G	P 1,591,000	2.5	G	DOHC 16V I4	174	233	4570	1845	1660	6AT
2.5 4X2 V	P 1,785,000	2.5	G	DOHC 16V I4	174	233	4570	1845	1660	6AT
2.5 4X4	P 1,983,000	2.5	G	DOHC 16V I4	174	233	4570	1845	1660	6AT
VIOS										
1.3 J (MT)	P 630,000	1.3	G	DOHC 16V I4	85	122	4410	1700	1475	5MT
1.3 E (MT)	P 743,000	1.3	G	DOHC 16V I4	85	122	4410	1700	1475	5MT
1.3 E (AT)	P 778,000	1.3	G	DOHC 16V I4	85	122	4410	1700	1475	4AT
1.5 G (MT)	P 845,000	1.5	G	DOHC 16V I4	107	142	4410	1700	1475	5MT
1.5 G (AT)	P 880,000	1.5	G	DOHC 16V I4	107	142	4410	1700	1475	4AT
WIGO										
1.0 E (MT)	P 468,000	1.0	G	DOHC 12V I3	64	85	3600	1600	1520	5MT
1.0 G (MT)	P 521,000	1.0	G	DOHC 12V I3	64	85	3600	1600	1520	5MT
1.0 G (AT)	P 556,000	1.0	G	DOHC 12V I3	64	85	3600	1600	1520	4AT
YARIS										
1.3 E (MT)	P 736,000	1.3	G	DOHC 16V I4	106	141	4115	1700	1475	5MT
1.3 E (AT)	P 771,000	1.3	G	DOHC 16V I4	106	141	4115	1700	1475	4AT

VEHICLE / VARIANT	PRICE	ENGINE		DIMENSIONS				MISC.		
		Displacement	Type	Specifications	Horsepower (hp)	Torque (Nm)	Length (mm)	Width (mm)	Height (mm)	Transmission
1.5 G (AT)	P 861,000	1.5	G	DOHC 16V I4	106	141	4115	1700	1475	4AT
VOLKSWAGEN										
BEETLE										
1.2 TSI	P 1,590,000	1.2	G	DOHC 16V I4	104	175	4278	1808	1486	6MT
1.4 TSI	P 1,790,000	1.4	G	DOHC 16V I4	158	240	4278	1808	1486	7AT
GOLF GTI										
2.0 TSI DSG (SDR)	P 2,290,000	2.0	G	DOHC 16V I4	217	350	4268	1799	1442	6DCT
JETTA										
2.0 TDI	P 1,295,000	2.0	D	DOHC 16V I4	108	280	4618	1778	1453	5MT
POLO										
1.6 MPI HATCHBACK	P 950,000	1.6	G	DOHC 16V I4	103	153	3970	1682	1453	6AT
1.6 TDI SEDAN	P 950,000	1.6	D	DOHC 16V I4	104	250	4384	1699	1466	5MT
TIGUAN										
1.4 TSI	P 1,740,000	1.4	G	DOHC 16V I4	120	200	4426	1809	1703	6MT
2.0 TRENDLINE TDI	P 2,109,000	2.0	D	DOHC 16V I4	138	320	4426	1809	1703	6AT
TOUAREG										
3.0 TDI V6	P 4,290,000	3.0	D	DOHC 24V V6	242	550	4795	1940	1709	8AT
TOURAN										
1.2 TSI	P 1,454,000	1.2	G	DOHC 16V I4	104	175	4397	1794	1674	6MT
2.0 TDI	P 1,775,000	2.0	D	DOHC 16V I4	108	280	4397	1794	1674	7AT
VOLVO										
S60										
2.0 D4 ADVANTAGE	P 2,595,000	2.0	D	DOHC 16V I4	181	400	4635	2097	1484	8AT
1.6 T4	P 2,795,000	1.6	G	DOHC 16V I4	180	240	4628	1865	1484	6AT
2.0 D4	P 3,095,000	2.0	D	DOHC 16V I4	181	400	4635	2097	1484	8AT
2.0 D4 R-DESIGN	P 3,095,000	2.0	D	DOHC 16V I4	181	400	4635	2097	1484	8AT
S80										
2.0 T5	P 4,145,000	2.0	G	DOHC 16V I4	240	320	4851	1861	1493	6AT
V40										
1.6 T4 ADVANTAGE	P 1,988,000	1.6	G	DOHC 16V I4	180	240	4369	2041	1420	6AT
1.6 T4	P 2,288,888	1.6	G	DOHC 16V I4	180	240	4369	2041	1420	6AT
1.6 T4 R-DESIGN	P 2,795,000	1.6	G	DOHC 16V I4	180	240	4369	2041	1420	6AT
2.0 D4 CROSS COUNTRY	P 2,795,000	2.0	D	DOHC 16V I5	190	400	4370	2041	1458	8AT
V60										
2.0 T5	P 3,195,000	2.0	G	DOHC 20V I4	245	350	4635	2097	1484	8AT
XC60										
2.0 T5	P 3,545,000	2.0	G	DOHC 20V I5	240	320	4627	1891	1713	6AT
2.0 D4	P 3,895,000	2.0	D	DOHC 16V I4	181	400	4644	2120	1713	8AT
2.0 D4 R-DESIGN	P 4,295,000	2.0	D	DOHC 16V I4	181	400	4644	2120	1713	8AT
XC70										
2.4 D5 AWD	P 4,195,000	2.4	D	DOHC 20V I5	200	420	4838	1870	1604	6AT

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MANILA

Quirky and fun

What made you choose a car from the popular British marque?

Ever since I saw the movie *The Italian Job*, I wanted to get a Mini. They are fun to drive. This Clubman always makes me smile during and after driving it. It's certainly an iconic car and it still looks classy up to now. Owning a Mini is like being part of its rich racing heritage. But more important, the design is appealing to different generations.

You're right. It has an appealing design. We're sure there's a fascinating story about you and your ride.

Once while we were at the gasoline station at NLEX, I was in Starbucks, then I looked out

of the window and to my surprise, there were people in front of my car taking pictures. I just find it interesting that Minis, even if they are small cars, can attract people from different walks of life.

What other cars do you have in your stable to play with?

As much as I want to use this Mini every day, it became a show car. It's difficult to use on a daily basis because we just can't go to areas where we're not sure of the roads and environment. I have an FJ Cruiser which is the perfect driver when the weather is bad. It's very capable for off-roading. But my dream car has always been a Ferrari. It's still a dream, though—at least for now.

How about modifications? What improvements or changes did you make?

I changed the rims to 18-inch BBS alloys shod with Nitto tires, and used NM lowering springs. For the engine modifications, I changed the intake air charge and discharge pipes for the turbo and had it tuned by Evolve.

What is your day like with a car as funky as this?

All smiles. ☺



A British car and heavy downpour in one just photo. How fitting



'I looked out of the window and there were people taking pictures of my car'

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